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Magazine

August 1989

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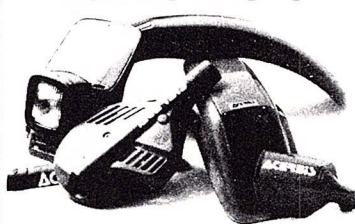
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August 1989  
Volume 19 Number 8

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On the cover: Kathi Cambell toughs her way through the rocks at the '88 Little Rhody enduro. Kathi has the dubious distinction of having her name misspelled and abused in *Trail Rider* more often than anyone else, although we think this is the correct spelling....

# Trail Rider

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## Blunt Warning

The opinions expressed in Trail Rider are unsubstantiated and ill-advised, and not necessarily the opinion of the Publisher or his invisible friend Bartholomew. Motorcycle riding can be a dangerous sport if you don't approach it with respect, and your bike might break down if you never work on it. Wear all the protective gear you can afford, and borrow everything you can't afford from your friends. And, if you do get hurt, don't call your lawyer first (unless, if you see written in a bike test, "the shifting was buttery smooth." Using that line is now a capital offense; or is that "capitol offense?" I never could keep the two straight). This is a fun sport; nobody is out to get you. Remember: One down, five up, short shift and gassit.

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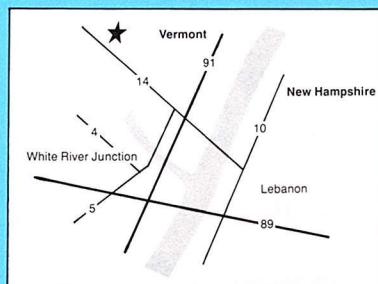
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## SHOEI



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Last month was the annual Leon Dube Memorial Trail Ride for cystic fibrosis in New Hampshire, and though I can't claim to know a lot about Leon Dube, he being a little before my time in New England, but I know something about his trail ride. My first experience with the Memorial Trailride was in 1987, when I got together with Barry Higgins and came up to try it out. Al Pollard had spent weeks on the phone with me, first convincing me to donate, and then thanking me profusely, for an ad in Trail Rider; and I figured if it's so big that Al can afford to waste time talking to me, then it must be something!

So we came up to New Hampshire, to ride the Leon Dube. I only had one problem—I didn't have a bike. For a variety of reasons, all of them boring, my garage was empty at the time, but Barry Higgins assured me I didn't have to worry. "After all, it's just a turkey run" he said, "We can find something for you to ride, just as long as you aren't too picky!"

Of course! Why should I be picky? It's just a pleasant trail ride through the woods, and I could ride anything—from an old SL Honda to a new CR, just as long as it had a license plate on it. I wasn't worried a bit.

Well, I was a little worried on Saturday. Barry was nowhere to be found, and I finally managed to get him on the phone in Cape Cod. He had broken into Kevin Hines' garage to get more bikes for the ride (mine among them) and was absolutely heartbroken when he found his own personal racer, lent to Kevin a few weeks before, spread out over the garage floor in a hundred pieces. He had three other bikes he had to work on, and no hope of getting his racer together by morning, so, once again, I was without a ride.

"Unless you want to ride a KTM military bike..." Barry said to me on the phone. "Kevin's got his military bike here, and it's clean. The battery's all charged (I could hear him clicking the ignition switch), so I know it'll start. You oughta ride it," he said, "after all this is just a turkey run."

And if I didn't ride it, I wouldn't ride. That was plain. So on Sunday morning, Barry and crew finally arrived, bleary eyed but ready. They unloaded this massive, olive drab machine, and I felt the first stabs of panic in my chest. It took two of them to haul it off the truck.

"Say, Barry," I said, "How much gas does that tank hold?" He was panting lightly alongside of the bulbous green gas tank on the KTM. "I guess about six gallons. You won't run out." The huge machine seemed to groan slightly as it settled down on its sidestand. I noticed the rock that Barry put under the sidestand cracked neatly in two, and the panic inside of me doubled.

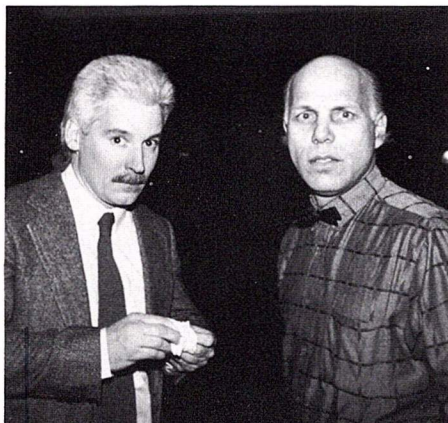
You see, I've seen all this before. After spending the night talking to people about the ride, and listening to Ed Hertfelder at the dinner, I had a notion of what was going to happen this day. And although I had no firsthand experience, I knew I didn't want it to happen to me while I was defenseless, on that huge green bike.

So I started running blindly around the starting area, asking everybody I knew—and a few folks I didn't know—if they had anything I could ride—anything! I would

# Last Over

by Paul Clipper

## Leon's Trails



even ride a KX80 from the Junior ride the day before if I had to, but please don't make me ride a huge, green, military bike with an automatic clutch and saddle bags. Please!

One newly acquired friend, "Stormin' Norman" Cyr, did come through, with a KTM 250 that was a year old. He took a "For Sale" sign off of it and pushed it over to me with a magnanimous air and a heart full of charity, saying "I never had much luck with it, but you can ride it if you want."

His charity was undeniable, but his manner was a little suspicious, especially considering that his face twitched uncontrollably any time he touched the bike. Still, I looked back at the military bike lurking by Barry's truck and decided right then and there that I truly loved this generous man.

His bike needed a little work, however. By this time, everybody was waiting for me, so I borrowed Barry's tools and oils, and in a matter of ten minutes I replaced the brake pads on the borrowed bike (I borrowed the pads from Barry, of course), bled the brakes, topped the reservoirs with fluid, oiled the cables, adjusted the shock, pumped up the tires, changed the plug, and filled the tank with fresh gas. I threw my riding gear on gleefully, fired up the borrowed bike and damn near had to jump back as the engine hopped high enough in the frame to practically hit the gas tank.

It was easy to see that all but one of the engine mounts were broken, so I sadly wheeled the freshly prepped bike back over and leaned it against Norm's van; and trudged back over to where Barry and Crew were unloading the military bike for the second time. It was the longest walk of my life.

Well, we got out on the trails, in the state park, and it didn't seem so bad. It was kind of fun, zipping along without a clutch,

wrestling this tank of a bike down the smooth trails. The only problems came when little bumps started appearing in the trail—and the bumps got bigger. They were rocks, I soon found out, and as the trail became slowly nastier, the military bike became quietly meaner. It didn't want to go over the rocks. It wanted to go through them. It didn't want to skip lightly over the whoopedos. It wanted to plow a rut straight through the middle of them. And when it finally discovered mud, that giant green mastodon of a motorcycle finally found it's true, intended direction: straight down.

And we were only ten miles into the ride. Right there I learned something about New England terrain: it was there to be respected, not taken lightly. And so was that bike, you couldn't take it lightly if you tried, and the biggest member of our group was enlisted to drag it out of its self-made grave. I forced that bike through 35 miles of similar terrain, mashing rocks into pieces along the way, belly flopping into every mudhole, and at the 35 mile gas stop I announced that I'd learned my lesson, that I'd never make fun of anybody stuck ever again, and I'd never confuse a New England turkey run with a Dual Sport ride. And, for certain, I'd never consent to ride a bike with an automatic clutch over anything other than asphalt, and if they'd please point the way I'd steer the Mother Ship towards home and stop abusing the trails of New Hampshire once and for all.

Barry was touched by the sincere tone of this speech, and was probably feeling slightly guilty for making me ride such an evil brute, so he volunteered to take the army bike for a while, while I could spend some time on one of Kevin Hines' race bikes. At least, for the next loop....

Well, I never saw him again that day, and I came away from the experience with a healthy respect for New Hampshire terrain, and a warm spot in my heart for Kevin Hines, for so graciously allowing me to ride his race bike—even though I wouldn't have a chance to wash it before he got it back. I sure he wouldn't have minded, even if he'd had a choice.

Barry, I believe, is still out there; and you can tell if you see him on the trail, since the green color of the KTM military bike is not quite the same shade as a lily pad, although they both share the same characteristics. He is annually credited with coming up to New Hampshire for the Leon Dube ride; although I, for one, will always maintain that he's never been able to leave. And I should know. □

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Dear Paul,

Please send this poor, misbegotten fellow a year's supply of the best fish wrapping material in the known universe. He lives in Daytona Beach, Florida, and has been forced to wrap his fish in his girlfriend's underwear. Anything you can do to help would be greatly appreciated.

Tom Cat  
Virginia Beach, VA

*We have shown this letter to our lawyers, along with a selection of possible responses, and he has advised us that it is in our best interest to not answer this letter. For more legal details, please see the disclaimer on page three.*

### DON'T FORGET THE ISDE

Dear TR,

Thanks for the renewal notice. Life in Smogland goes on, although I miss riding in the east. No doubt about it, the ECEA is the best organization in the country.

Let's not forget the US ISDE team and give them as much print and media support as possible. I'll be going to support anyone at all of the Qualifiers, and at the Six Days in Germany. Enclosed is a photo of my license plate (US ISDE). Every time I'm in bumper to bumper traffic, which is often, some

poor soul has to read it and remember it.  
Steve Read  
Ridge Riders West

*Readers are reminded that the AMA has all sorts of ISDE-related products for sale, the proceeds from which all go to support the US ISDE effort. There is also a national sweepstakes going to raffle off motorcycles to raise money for the ISDE. An ad for that appeared in the June issue of Trail Rider, or you can learn more from the AMA, at (614)891-2425. Everybody should get involved just like you're doing, Steve; it's for a good cause, and going to the ISDE is the greatest thrill of an enduro rider's life, even if it's just to help out.*

### MORE GADGETS

Hi Paul,

Just wanted to drop you a line and thank you for the blurb on D-37 Dual Sport. Our ride last weekend was a great success: 440 miles in two days, 80 percent dirt! We had a lot of fun and are already planning next year's event, also from San Luis Obispo to Cajon Pass.

# Mail Entry

working on one that uses a mechanical drive (XR type) that should be more reliable; and I am sure that ICO is working on one as well. What I like about a comparator is that you can instantly see how late you are in a special test—if the unit reads 175 seconds, then you know you're almost three minutes late, and it's worth it to push a little harder to keep from accumulating that extra point.

Also, remember the guys like Dave Evans who had rally computational wheels mounted on their handlebars? Their bikes looked like they had wings, but those rally wheels could also compute mileage error; very useful out west where mileage is not posted at every turn.

Enduro riding has come a long ways, huh Paul? All those years I competed, then promoted enduros; well, now I am trail riding and having fun with dual sport. And having a great time! In the next year or so, Jerry Counts and I are going to start near Tecate, Mexico, and ride all the way to Oregon, all off-road except for gas and food. We'll probably get Kawasaki KLR650s for their range and comfort. Now that is going to be a ride! I'll let you know when. Larry Langley  
Hesperia, CA



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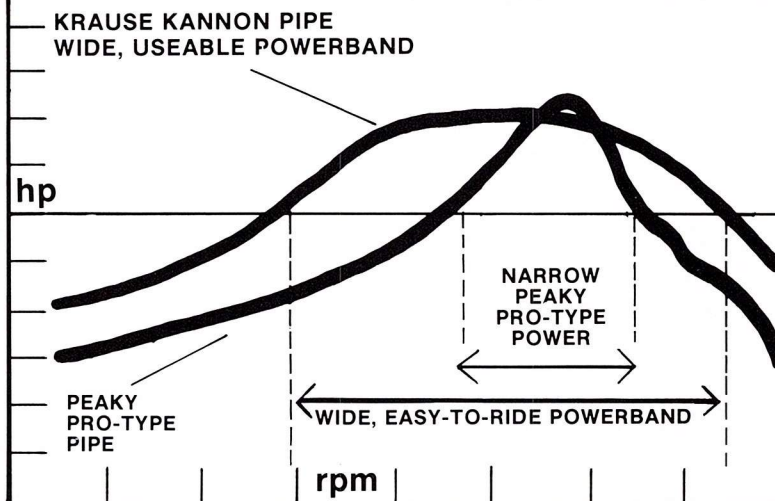
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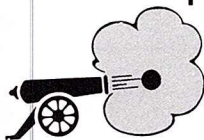
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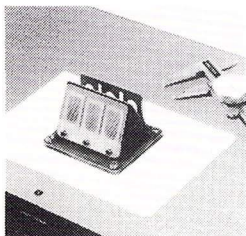
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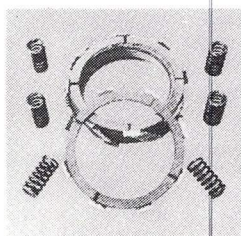
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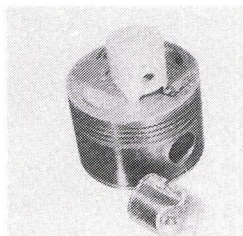
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## A POTPOURRI

Since we've been out of town for practically the whole last month, chasing llamas in the Andes, all sorts of news releases have hit the desks here, and not all of it is eastern news. But, since it won't all fit in the Rest of the World column, we're going to salt some of it away on these two pages. We'll probably get back to normal sometime in the next year or two....

## POSITIVE CARB CLEANING

Duralube has come out with a whole line of aerosols, including a new carb cleaner spray that is guaranteed to not melt down any of the sensitive parts on your average Mikuni, Keihin, Bing, or Dell'Orto mixer. Up until now, we've all used contact cleaner to do this, so now we have something designed to do the job properly.

By the way, you do know to not use contact cleaner on your plastic parts, don't you? Some brands of contact cleaners are okay, but you can't really tell until you try it—when you spray the bad ones on plastic fenders it embrittles the plastic and makes it as fragile as dried toast. We all learned about this from using contact cleaner to clean old lube off off "unbreakable" plastic levers, and it turned the plastic into glass.

And my, have we wandered from the subject. Duralube's new aerosols include contact and brake cleaner, carb cleaner, chain lube, and penetrating oil, and they're available from all Duralube dealers (dealers are invited to call (800)222-LUBE for direct ordering)

## NEW ICO ODO

ICO Enduro Products has announced the availability of a new electronic odometer they're making. Called the ICO Autocal odometer, it has a nifty new feature built inside of it. "Autocal" is short for "auto-calculate," and what it does is re-set your programmed wheel size automatically when you correct your odometer at a mileage marker.

What this means, is that, say you're a tenth and a half early at the five-mile mark of the run. Normally, you'd reset your odometer and make a mental note to add a tenth and a half every five miles. With the Autocal, as soon as you made that correction, the internal programming noted it, and changed the programmed wheel size accordingly, so when the next mileage marker comes up you should

be right on the button.

If not, every time you correct the odo, the program corrects itself again, so basically it makes every attempt at accuracy and you should notice that you spend less time having to correct the Autocal. Also, when you do make a correction you don't have to stop—the display freezes as soon as you go to reset, so you can do it accurately even on the run (the odometer continues to plug away as usual in the background).

The only negative is that you have to program in the mileage resets ahead of time; as you can imagine, a two-mile reset would drive the system nuts.

It sounds like a neat refinement to an already nice product. ICO has set a retail price of just under \$200 for the Autocal, and during the month of July, they'll donate \$5 from each Autocal sold to the ISDE "Ride to Win" fund. You can call them at (800)331-0470.

## BEST TURKEY RUN

It seems kind of late in the year to be reporting this, but according to the NETRA newsletter, the Leon Dube turkey run was voted the best turkey run of 1988 at the Annual Meeting this year. The Leon Dube has already passed

## PAGODA SPRING SCRAMBLE

Pagoda M.C.'s Spring Hare Scramble was not quite a wash-out, but after a record three and a half inches of rain in three days, the impact on the course was considerable.

Regrettably, a lot of woods trails had to be cut out and replaced with hardpack, and what woods remained got very

for this season, but there are plenty more to choose from in the remainder of this year—among them our favorites, the Ammonoosuc, the Red Fox, and Jeff's Turkey Run. We've heard great things about the King Philip, in late August, and the last one this year is the Tri-State, a ride you've heard plenty about, in October. If you enjoy trail riding, get out and ride at least one; you won't be disappointed.

## SPEAKING OF GLASS

On the same vein as the contact cleaner warning up above, we hope you all know by now to keep Loctite and other cyanoacrylate (super glue-type) products as far away from plastic as possible. For example, using Loctite on the bolts used to attached plastic fenders is a huge no-no, as the minute amount of glue that gets on the plastic (and it *will* get on the plastic) will crystallize the plastic and certainly cause it to break the first chance it gets. Get it on your plastic gas tank and you could be in for a very expensive surprise!

rutted out. When the ruts got two and a half feet deep the race was stopped; after one hour and 40 minutes of racing. There were no protests, so everyone must have been satisfied with the results.

When it was all over, what was left was some trails that will never be used again, and some fine woods trails that will fit right into our plans for the Pagoda Fall Hare Scramble.

### 0-200 Ex.

1. John Weigle
2. Clarence Wolfe
3. Craig Shenigo

### 250 Ex.

1. Brian Blanchard
2. Bryan DeSimone
3. Gary Dunkleburger

### Open Ex.

1. Richard Moyer
2. Allen Frei
3. Kevin Laudenslager

### Senior Ex.

1. Ralph Wickersham
2. James Manzicle
- 125 Am.
1. Dennis Weaver

### 2. Keith Fellenbaum

3. Travis Snelitz
- 200 Am.

1. Mark Stettler
2. Chris Harris
3. Scott Ashway

### 250 Am.

1. Donald Weiss
2. Dean Spencer
3. Ed Queitzsc

### Open Am.

1. Michael Adams
2. Mark Moyer
3. Louis Bracale
- Senior Am.
1. James Neiswender

# Eastern News

## PROJECT PENTON GETS UNDERWAY

Did we tell you we have a project vintage bike going here? *Everybody* seems to have a vintage bike up on blocks these days, so why should we be any different? The bike we're working on is a 1974 Penton Six-Days 125cc Sachs-engined classic; in its day, the Penton was the bike of choice for serious enduro work, and it was even competitive on the motocross tracks as well.

We found this one abandoned in a vacant lot behind a bike shop, and that's as fitting a beginning to a restoration project as you can ask for. We've actually been working on it for about eight months now (it was supposed to be a quick winter project. Hah!), and there's no telling how much longer it's going to take. Hey, it's a labor of love, right? Look for the details early this fall.

## NAMES AND ADDRESSES

### New England Trail Rider Association

(NETRA)  
P.O. Box 478  
Ellington, CT 06029  
(203)875-5757

### East Coast Enduro Association (ECEA)

RD 1, Box 93  
Columbus, NJ 08022  
(609)298-5201

### Virginia Championship Hare Scrambles Series (VCHSS)

114 Holloway Drive  
Smithfield, VA 23430  
(804)255-4620

### Pennsylvania Trail Riders Association (PATRA)

Box 77  
Thomasville, PA 17364

Potomac Motocross  
P.O. Box 156  
Budds Creek, MD 20650  
(301)475-2000

### Racer Productions (AMA GNCC Series)

Route 7, Box 459  
Morgantown, WV 26505  
(304)594-1157

### North Carolina H.S. Series

P.O. Box 338  
Fayetteville, NC 28302  
(919)867-5219

### American Motorcyclist Assn.

P.O. Box 6114  
Westerville, OH 43081-6114  
(614)891-2425

### Southeastern Enduro and Trail Riders Association (SETRA)

P.O. Box 1935  
Roswell, GA 30077-1935

## What's On

### July

- 7/16 Greylock Hare Scrambles  
Windsor, MA  
7/16 Foggy Mountain Enduro  
Blain, PA  
7/16 NY Hare Scrambles Series  
Speedsville, NY  
7/22 Tri-State Jr. Enduro  
Webster, MA  
7/23 Tri-State Enduro  
Oxford, MA  
7/30 CATRA 1 Hare Scrambles  
Fishhouse, NY  
7/30 NY Hare Scrambles Series  
Newark, NY

### August

- 8/5 Thomaston Dam Jr. Enduro  
Thomaston, CT  
8/6 Dam Good Hare Scrambles  
Thomaston Dam, CT  
8/6 Red Fox Turkey Run  
Bartonsville, VT  
8/13 Speedsville Nat. Enduro  
Speedsville, NY  
8/19 Granite State Jr. Enduro  
Weare, NH  
8/20 Silver Bullet Enduro  
Weare, NH  
8/20 NY Hare Scrambles Series  
Enfield, NY  
8/26 No Snivelers Jr. Enduro  
Southampton, MA  
8/27 Beehive Enduro  
Mauricetown, NJ  
8/27 King Philip Enduro  
Wrentham, MA  
8/27 Mohawk Hare Scrambles  
Cheshire, MA

## COMING EVENTS

August is the month for our first National Enduro here on the east coast, this time back at Speedsville, New York. Speedsville is a real National location, that's for sure, and if it rains you can expect a mean, slippery run. That's okay, those out of town boys will love it.

On the other side of the spectrum is the Beehive Enduro this month, the easiest, funnest enduro in New Jersey. Expect to have 500 friends for company at this one. For Beehive information call (609)327-5015; and for Speedsville call (607)844-8812.

The NETRA hare scrambles season is in full swing this month, with events at Thomaston Dam, Connecticut (Dam Good H.S.), and Cheshire, Massachusetts (Mohawk H.S.). Both promise to be excellent events, and well worth the drive. For NETRA enduros, there's the Silver Bullet up in New Hampshire.

The Silver Bullet has a Junior event tied to it the day before (Saturday), and so does the Thomaston Dam event. Also, the day before the King Philip turkey run there will be a Junior enduro at Southampton, Mass. For all information on these events call the NETRA office at (203)875-5757. □

## NOW YOU CAN COVER YOUR BENCH WITH DURALUBE, TOO!

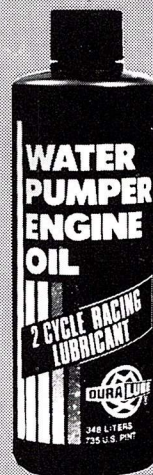
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# The Rest of the World

## GRIP ADDICT

You'll remember we wrote a short piece on Sunline's new Grip Grip a few months back. This is the handlebar grip with the little cut-out for your thumb on the left side, designed to give you something more to hold on to when it's muddy or rainy out.

Well, we skeptically tried a set out, and after 500 miles of riding we're hopelessly hooked. Having something for your left thumb to do—something useful like holding on—is the greatest thing to ever happen to your hands. Oddly enough, we were babbling about this to the manufacturer, and they tell us they can't keep these grips on the shelves, and that everybody else's reaction is just like ours.

Weird. The Grip Grip is the strangest grip you'll ever hope to use, but once you try it you're hooked. See your Sunline dealer for availability.

## NATIONAL STANDINGS HEAT UP

As this is written, the National Enduro Series has seen five events roll by, with the latest being the Little Burr National in southern Ohio. Terry Cunningham whipped that one, astride his Kawasaki KDX200, with Kevin Hines in third and Randy Hawkins way down in ninth. That gives Terry two wins, Randy two, and Kevin one.

This puts the points standings in a tizzy, naturally. Right

now, before the July 23 Mississippi National, Randy Hawkins has the lead with 111 points, Hines is in second with 102, Kurt Hough is in third with 101, Cunningham is in fourth with 91, and Jeff Russell is in fifth with 77 points. What's it all mean? Don't look for a runaway win at the Nationals this year!

## EXHAUST PIPE MADNESS!

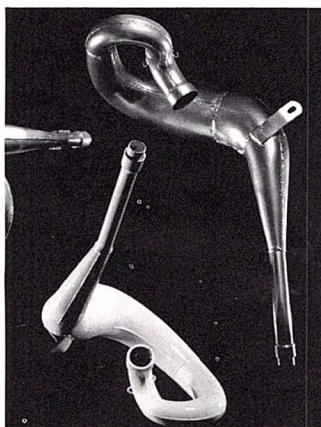
Once again, Krause Racing is pushing the aftermarket business to new limits. Manufacturers of the well-reputed Krause Kannon pipes for many years, they have decided to go all-out and give motorcycle riders what they've wanted all along.

What is that, you may ask? Well, beginning this month, when you order a pipe from Krause, you can get it in whatever sort of powerband configuration you want. Are you a woods rider, and do you want a lot of bottom end power and a stronger than stock pipe? No problem. Would you rather kick up the midrange punch on your bike, or even buy a pipe that is nothing but top end for motocross and ice racing? Also no problem. Just tell the nice people answering the phones exactly what you need, and they'll ship you a pipe custom-made for your uses.

"This didn't happen overnight," claims Vic Krause, President of Krause Racing/Sidewinder Products and former Mis-

ter Know it All of *Dirt Bike* magazine fame. "We had to burn the midnight oil, researching all the various pipes available on the aftermarket, and from this mountain of data we've built a stock from which we can confidently offer three different powerbands for all popular bikes. We like to think that we've removed all the doubt that goes along with the chore of buying a new exhaust pipe."

If this wasn't enough, you can also order these new pipes in the most bizarre colors—pink, green, orange, white, blue, red, natural, or black. Hmmm...a pink pipe on your KDX? Look for the ads to appear in all the mags next month, or contact Krause Racing—(312)513-1000.



## SUMMERS NABS WINTERPLACE

Scott Summers, mounted on an XR600 Honda, took the overall win in the Winterplace 100 combined GNCC/AMA National Hare Scrambles event. Summers has been battling with Team Yamaha's Ed Lojak all season, and although Summers can claim this as a victory, he took the flag a mere three minutes ahead of Lojak.

Lojak, who is probably the most winningest hare scrambles rider in American history, is hell-bent on taking the GNCC again this year, and will stop at nothing to achieve that goal. Summers shares the same determination, and when a protest by Lojak was filed, claiming Summers had cut the course to win, Summers filed a counter-protest claiming the same thing. When Dave Coombs, promoter of the dual event, offered to disqualify both of the riders for bickering, both protests were promptly dropped.

Good job, Dave! Let's just do some racing, huh! Third overall was Honda rider Steve McSwain, fourth was Yamaha's Jeff Russell, and fifth was Stan Lojak on a Yamaha. □

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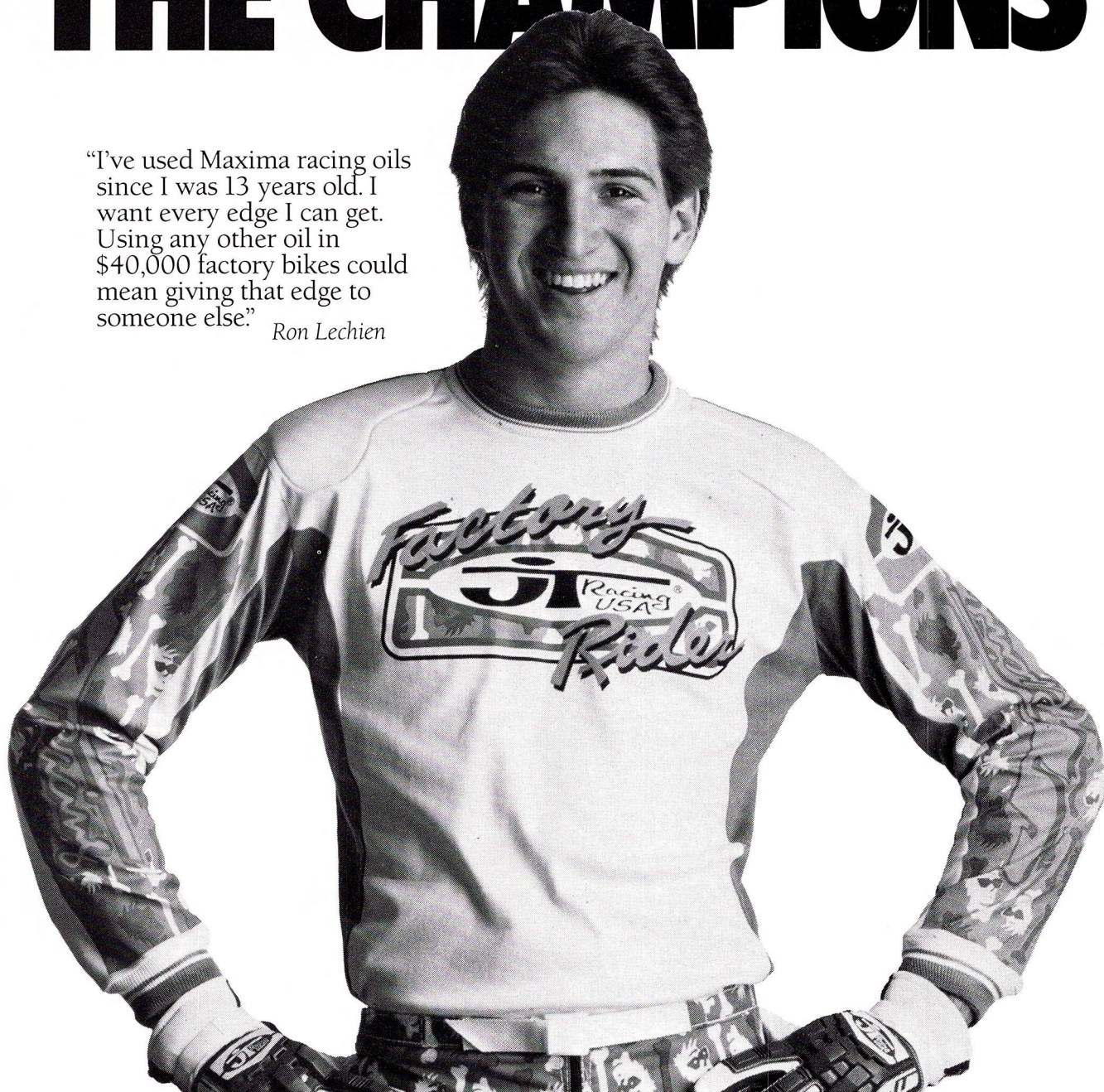
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## The Electric-Motor Enduro

The '89 KTM 250E/XC finally made its way to the plush yet damp *Trail Rider* garage, and we were anxious to test it. For the new model year, KTM buffed in some nice detail improvements, totally revised the suspension, and made a good motor work even better. It's a lot more bike than the '88, but not a whole new model. Rumors we hear claim that the '90 KTM 250 is going to be radically different; in the mean time, is the '89 enough of a change to warrant trading in your '88? Read on, and we shall see....

### SUSPENSION

The new White Power Super Adjuster suspension promised to be the best ever. A cartridge-fork design, with adjustable compression and rebound damping; and a rear shock totally revised to match. Finally, White Power adjusters that really did something! KTM America went out and tested pre-production units late last year, and even enlisted the aid of Drew Smith for some good woods rider input. They couldn't help but be great!

Well, yes and no. The testing went well, they came up with excellent damping specs, and everybody on these shores were optimistic. But then the new models came in, dealers started selling them, and the reviews started pouring in: they worked great in some places, not so good in others, and plain lousy in a few. What went wrong?

Well, the trouble is—and a few well-known American White Power experts will agree with us—that White Power Holland has still not learned the value of listening to anybody at all with outside input. American suppliers can test and make recommendations until they're blue in the face, and if Holland doesn't agree with the damping specs provided they simply throw them away. And then they go back to the old standard base line for White Power testing: endless Dutch sand whoopedos with somebody like Kees Van Der Ven driving the bike.

So guess where the stock 250 forks work the best. If you ride exclusively in sand whoopedos, say, like South Jersey or Michigan, the 250 forks will feel pretty good. You'll probably wind up with the compression setting at "1" or "0," and the rebound at "3" or "4," but they'll feel pretty darned good.

Trouble is, if you ride in rocks, especially New England-style greasy bonehead rocks and slick, big roots, it's not going to work very good at all. Up in the north, we have to ride careful and slow, even when we're going "fast," and the 250 forks don't want to go slow. They have way too much mid-stroke compression damping for that, and far too little rebound damping. The springs are actually a little too soft, letting the front end collapse too much into this stiff compression damping, making matter worse.

For rock riding—especially—you'll need 4.2 springs rather than 4.0, at at least 40 percent less resistance in the compression damping stack, and a little bit of an increase in rebound. Properly set up, you should be able to back the adjusters way down for rocks, and then bump them up



Trail Test

# KTM 250E/XC

for whoops, and the forks will work marvelous. They really are excellent forks, once you have them revalved.

The important thing, though, is that they are easily revalved. Many shops and businesses are set up to do the work, and in some cases it's downright cheap. Let's not forget the days when forks *couldn't* be revalved, and they were either good or lousy!

Generally, the new cartridge forks are easy to work on. Setting the oil level is much easier than in the past (see *TR* June '89 for an important modification), and the cartridge presents no new problems.

The rear shock has its own set of foibles. It also doesn't like sharp bumps—like rocks and such—due to an excess of compression valving. It has a single-stage compression stack internally, and it's so stiff

that there's no way we could bottom the rear suspension—even with the sag set at 130mm and a 190-pound rider aboard! But, the stock 5.4 spring is the correct rate, for most riders. The answer, once again, is a revalve job. Unless you never leave the sand whoopedos.

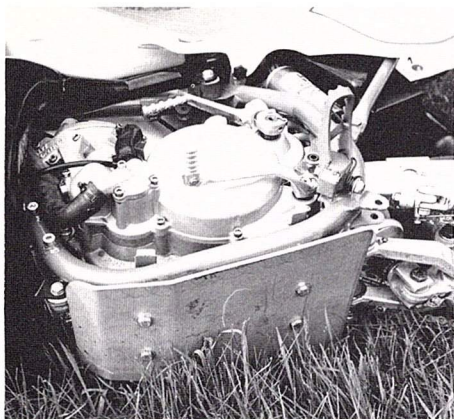
The names should be familiar, by this time: White Brothers, Z Racing, Race Tech, H&H KTM. There are also many local shops that have hit on the local solution to the valving problem, in our area they include Cycle Dynamics, Precision Cycle, B&B Sales, and a host of others. They all do a good job as long as you communicate with them, so ask around and pick whoever you feel comfortable with.

### HANDLING

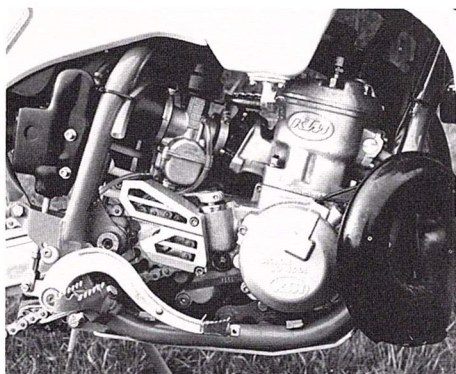
The E/XC's handling is pretty much the same as the '88 250, which is to say stand-



Photos by Joe Kelly



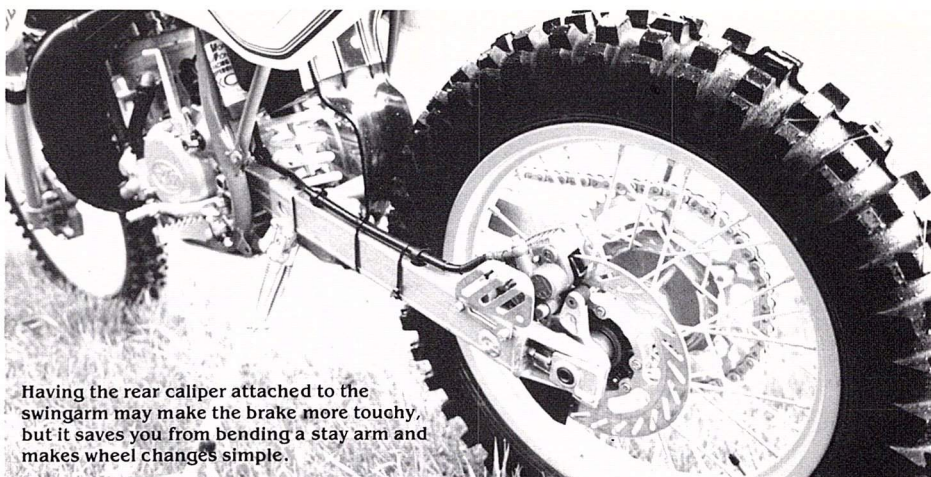
We installed a DeVol Glide Plate right away to fend off rock abuse. It's like a minimalist skid plate—protection for the centercases and frame tubes, and that's it.



There's a new sight-glass oil level checker below the clutch lever, a new Keihin carb, and a cam-type level adjuster on the brake pedal. Little details like this make up the '89 package.



Smacking into logs is a little risky with the stock suspension. Too much compression damping makes the back end want to hop.



Having the rear caliper attached to the swingarm may make the brake more touchy, but it saves you from bending a stay arm and makes wheel changes simple.

ard KTM. A KTM turns quicker than a Husky, but not quite as quick as a modified Japanese motocrosser. The KTM shares its medium-quick and accurate steering tendencies with the Suzuki RMX. There's no discernible flex from the White Power front end, and it's basically an excellent steering bike.

The only hassles we had were with the stock suspension in rocks, once again. With the overly stiff stock valving, the front end had a tendency to bounce slightly, rather than soak up the rocks, which resulted in a certain amount of inaccuracy. With our perfectly-valved '88 250, we could plant the front wheel on a greasy ledge two inches wide with confidence, knowing that the front wheel was going to be *right there*. The '89 wants to wander a bit, which can be scary at times. Revalving the suspen-

sion properly should make it perfect.

#### POWER

Whatever they did, they did it right. The power output from the 250 is electric-motor smooth, more so than even last year's engine. Some riders initially believe that the '89 bike isn't as fast, because of the lack of jolt in the middle of the powerband, but it's far from true. The E/XC is easily as fast, but much smoother, and in borderline situations, it's much more rideable.

Smoothing out the power even took some of the edge off of the gaps in the gear ratios. There's just plain smooth power here, able to plonk around in the hills and gullies in low gear, but also capable of something more than 70 mph at full honk. Very impressive motor.

Of course, that all depends on what jet-

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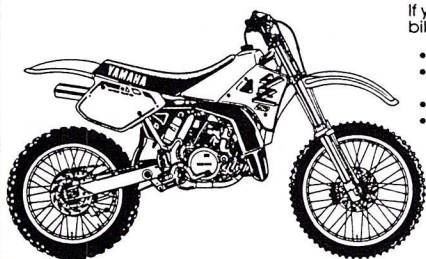
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ting came in your bike. Our machine had a 185 main jet and a 65 pilot, and for break-in and initial testing, it was fine. To really clean it up, drop to a 60 pilot jet, and then watch the air temperature. A 60 makes it good and clean down low for woods riding, and leaving the 185 in almost guarantees that you won't bake it when riding wide open. If you rarely stay full throttle for long, a 180 may be the ticket, although we wouldn't drop that low on the main without quite a bit of testing.

We kept the stock needle jet and needle, and just dropped the needle one clip position lean from the middle setting.

The only irritating characteristic we noticed was a tendency for the clutch to drag when it was engaged, no matter where we adjusted it. It would drag when the lever was pulled in, and then the plates wouldn't truly catch until the lever was all the way out. This is a sign of clutch plates that were warped or bent slightly when they were stamped out, and if we ever get off this bike for a few minutes we may seek warranty service for them.

### DETAILS

Remembering last year's low-slung bikes, we ordered this year's model with the tall seat. Unless you're very long-legged, this could be a mistake. We're teetering up in the air here, and dread having to put our feet down on flat ground. Good thing it's rarely flat!

KTM makes a point to educate you about their odometer drives and odometer heads when you buy one of their bikes, and we had a service bulletin on that subject along with two odometer drives in the box! Of course, we still managed to hook up the wrong one, and although it worked fine, it read in kilometers. Before we got a chance to swap drives, a bush jammed the cable into the wheel and mangled it. Oh well...I must have left that ICO odometer around here somewhere....

The brakes feel great on the new bike, although they don't appear any different from the old units. The rear caliper is now solidly mounted to the swingarm, rather than floating at the end of a stay arm. No more stay arm to bend! The back brake is a little touchy, but that's better than being a little weak.

The new Keihin carb on the 250 is so much easier to work on—compared to the Dell'Orto—that we could just scream. This new carb is probably also where the engine gets some of its smooth running characteristics. It's very stingy with fuel—we were estimating at least 50 miles out of the stock small gas tank.

We installed Enduro Engineering handguards right away, for obvious reasons. They fit pretty easily, and we picked the blue color to go with the overall scheme. Plan on putting on some kind of handguards to protect your knuckles, please.

The clutch pull is light, although you can lighten it by re-drilling the lever pivot, like we've told you in the past. The cable gets sticky fast, especially in wet weather, so plan on lubing it right away. Wonder when they're going to come up with a hydraulic clutch actuation mechanism?

Exhaust noise is muted on this KTM. They have a new silencer design with a resonator in the stinger which deepens the tone of the exhaust and makes it actually

quite bearable. KTM also includes a Cobra Sparky spark arrestor along with the bike.

The front fender comes with one of those nifty alloy braces on it; unfortunately, we split the fender during a quick trip over the bars in a mudhole. The rear frame loop has all these little hooks on it that will come in handy if you plan on carrying tubes with you, or even an inflatable raft. Otherwise, they're in the way and tend to snag things. The forged alloy footpegs are gone, now replaced by regular steel "bear traps," and boy are we glad! No more foot slipping.

#### THE LAST WORD

We can't really march around and wave banners about the E/XC, basically because it's the same old KTM with a few really important detail improvements. The new suspension is potentially excellent, but you'll have to have it fiddled with in order to really appreciate it (but you have to do that with *all* bikes anymore, or so it seems). The new rear brake mounting is good, and the footpegs are also nice.

#### SPECIFICATIONS

##### KTM 250 E/XC

Engine Type:	Liquid-cooled 2-stroke
Displacement:	246.9cc
Bore/Stroke:	67.5 X 69mm
Transmission:	Five-speed
Gearing:	14/52
Chain:	Regina o-ring
Tank Capacity:	9 liters (2.4 gal.)
Carburetion:	Keihin 37mm
Ignition:	SEM electronic
Forks:	WP Super Adjuster
Suspension Travel:	300mm
Front Brake:	Hydraulic disc
Front Tire:	Metzeler 3.00X21
Rear Suspension:	WP/Pro-Lever
Suspension Travel:	355mm
Rear Brake:	Hydraulic disc
Rear Tire:	Metzeler 4.50X18
Seat Height:	945mm
Wheelbase:	1475mm
Ground Clearance:	380mm
Claimed Dry Weight:	225 lbs.
Suggested Retail Price:	\$3839

The most important thing about the KTM 250 E/XC, as we see it, is its value. The retail price of a 250E/XC is \$3839, and you're certain to find it discounted in many places. With that price you get the bike, a headlight and taillight and lighting coil ignition, a mechanical odometer, a tool kit, and an optional spark arrestor. Some guys have even reported that they found a bag of optional carb jets rubber-banded to their carbs.

The point is, there is absolutely nothing that you have to add to this basic package to make it "enduro legal," and although we tell you you have to get the suspension revalved, we'll probably say that about every bike we test. We're finicky about suspension. You may not be. If so, you can walk out of your KTM dealer's shop 3800 bucks lighter and go straight to the starting line, without having to buy two or three or four hundred dollars worth of lighting coils, headlights, spark arrestors, engine parts, odometers and what have you. And you're riding the same basic bike that Kevin Hines and Alan Gravitt and a host of other serious riders contest the Nationals on.

To have all that for 3800 clams or less is a stone bargain. There's no way you can go wrong. □

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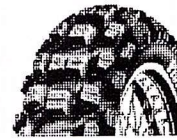
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MT32



MT27



MT35

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GNCC Round Four

# FIREBALL 100

by Davey Coombs

Hometown hero Ed Lojak captured his tenth career FireBall 100 overall win with a four minute victory at the fourth round of the AMA Wiseco/Yamaha Grand National Cross Country Series in Tarentum, Pennsylvania. Team Yamaha's Lojak led every lap of the three hour event on his Hi-Point/Smith /Arai/ Metzler-backed WR 250 in picking up his second win of the series. He presently trails North Carolina's Steve McSwain in the overall points standings by eight points, 71 to 63.

The Gear Racewear/Barr's Comp./ White Bros./Iron Horse Honda-backed McSwain also had a good day at the FireBall,

placing second overall and taking claiming the top Open A trophy in the process. Rounding out the top five overall were Ohio's Gary Roach, KTM America's Mark Hyde, and Honda-mounted Kevin Brown.

Kawasaki KX 250 rider Gary Roach claimed the top spot in the 250A class. Roach is one of only three riders who have ever beat Lojak out for the FireBall overall. Kevin Brown was another winner, taking last year's season finale. The third one-time winner was Yamaha's Stan Lojak, who came through at this year's running with the 200 A class victory. Also accepting first place A group trophies on Sunday were Kentucky Four-Stroker extraordinaire Carey



Shane Lawson (#3) gated well and won the Mini class for all his effort.

Steve McSwain leads Lojak in the series by only eight points. He finished second overall, top Open A at the event.

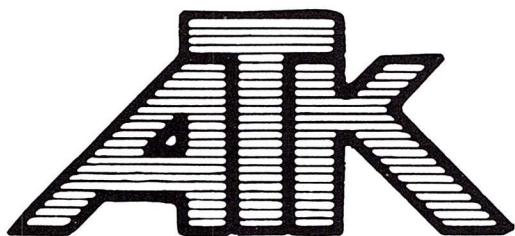


Fireball winner Eddie Lojak works the mike after the race. He led every lap of the event, a luxury not often granted in the GNCC series.

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Stump, Junior class series leader Buren Hamrick, and Senior A woods master Joe Lojak, giving the Lojak family a .750 batting average on the day. (Youth class rider Josh Lojak missed the 85cc win by two places).

The FireBall 100 was run under perfect race conditions; a rainy Saturday followed by blue skies on race day meant that the eleven mile course would be dust-free and challenging. Two tight and steep hill sections were constantly bottle-necked by riders of all calibers, but the rest of the course was for the most part clear and quick. A total of 268 riders attended the event, which has been held by Racer Productions in conjunction with the Fawn Township VFD for the past ten years, twice a year since 1987. Also on hand were approximately 2,000 area race fans.

In the Amateur class, North Carolina's Farrell Smith captured his third Open B win of the series, with a victory at the FireBall. The Yamaha rider bettered Honda competitors Michael Cornett and John Gourley in extending his series points lead. Series second place rider Kevin Hagedorn was fifth behind Robert McClelland. In the 67-rider 250 B division Mark Mehuron bettered Ronald Paler-

mo to tighten up their battle for the top class spot.

45 riders took to the line for the 200 B class battle but in the end it was BT Racing's Brain Patterson taking his third first place trophy to date. The Four-Stroke B class was won by Honda-mounted Joseph Lawson, with Thomas Genaway bringing his Yamaha into the barrels second.

Mike Cluse scored Senior B win number three in the Fireball. In the Super Senior class it was Harry Greenlee stretching his points lead with the win, followed in by Gary Doerr. The Masters class saw Charles Stapleford better Donald Harless and Herb Lepplemeier for the top trophy. In the Sunday morning Youth event Shane Lawson motored away with a convincing winning performance.

They may have had to push through a couple of bottle-necks, but the competitors agreed that this year's Fireball was a test of skill worthy of the GNCC series. The Fireball has been gathering momentum with spectators year by year, and the 1989 running was no disappointment to the action hungry crowd. Is it another Blackwater in the making? Well...maybe! □

## FIREBALL 100 CLASS RESULTS

Edward Lojak YAM  
Overall High Point

### OPEN A

1. Steve McSwain HON
2. Tim Coombs HON
3. Keith Rodgers HON
4. Tim Shephard YAM
5. John Vincent HUS

### 250 A

1. Gary Roach KAW
2. Mark Hyde KTM
3. Kevin Brown HON
4. Martin Daubert HON
5. Matt Spigelmyer HON

### 200 A

1. Stanley Lojak YAM
2. Gene Onail YAM
3. Robert Tominello KAW
4. Raymond Niebel KAW
5. Craig Jones YAM

### 4 STROKE A

1. Carey Stump HON
2. Kevin Howser HON
3. Robert Bennett HON
4. Harvey Shitaker HON

### SENIOR A

1. Joseph Lojak YAM
2. Paul Michels ATK
3. Albert Swager HON
4. Joseph Hull
5. Mike Parks ATK

### JUNIORS

1. Buren Hamrick HON
2. Donald Bigley YAM
3. Mike Frazee YAM
4. Donald Smith HUS
5. Mike McCarren YAM

### SUPER SENIOR

1. Harry Greenlee HON
2. Gary Doerr KAW

3. Fredrick Huth HUS
4. Ned Greeneltch KTM
5. Ken Warrender HUS

### MASTER

1. Charles Stapleford KAW
2. Donald Harless HON
3. Herb Lepplemeier KTM

### OPEN B

1. Farrell Smith YAM
2. Michael Cornett HON
3. John Gourley HON
4. Robert McClelland HON
5. Kevin Hagedorn HON

### 250 B

1. Mark Mehuron YAM
2. Ronald Palermo YAM
3. Harold Nicholson KTM
4. Ray Owens ATK
5. Gallie Ward YAM

### 200 B

1. Brian Paterson HON
2. Shane Lawson HON
3. Ronald Kersey YAM
4. Davey Yezek KAW
5. Dave Stuebgen SUZ

### 4 STROKE B

1. Joseph Lawson HON
2. Thomas Genaway YAM
3. Flip Jendre KTM
4. Mark Niggemyer HON

### SENIOR B

1. Mike Cluse YAM
2. Louis Dearman KTM
3. Richard Scott
4. Don Knoch YAM
5. Bud Wyatt KAW

### YOUTH CLASS

1. Shane Lawson HON
2. Mike McCellan KAW
3. Josh Lojak YAM
4. Robert Stock SUZ
5. Mickey Frantz HON

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## ECEA Round Four

by Paul Clipper

Drew Smith stood on the muddy rocks with a thoughtful look on his face. "Yeah, the guys are gonna have a problem here." He pulled out a pair of hand pruners and started snipping away branches and dragging logs out of the path. "Some of the guys in the club think you have to leave this stuff laying around, just to make it difficult. Trouble is, there isn't any riding up here that's easy!"

And he's about right with that appraisal. There are few contrasts as stark as the one between northern and southern New Jersey. South Jersey is not much more than a sandbar between Philadelphia and the ocean, while the north lands are studded with all the rocks that didn't fit in New England when the last glaciers melted. People who think northern Connecticut is boney and mean can come down to the Ridge Run and get their opinions changed very easily.

This year's Ridge was no less rocky than any other; where it did differ was with the weather. During the early part of May, New Jersey was averaging a half-inch of rain daily, and the resulting wetness had an impact on some parts of the course. It's weird. You can be banging through boneheads in these woods, rattling the fillings right out of your teeth until you think the whole place is rock, and then you're suddenly stuck up to the axles in a yellow clay sinkhole that appeared out of nowhere.

Well, rocks and mud are just two things that make the annual Ridge Run interesting. Some call it the "Smith Family" enduro because Drew, his father Jim, and brothers Chris and Jim are all club members. Actually, Drew is the President of the club, and for all I know he was the trail boss for this year's event. He certainly did worry the trail like a trail boss!



Ed Toth doesn't ride like an old man, but he won the Senior A class by a comfortable margin.

# RIDGE

Danny Nenstiel rocks and rolls



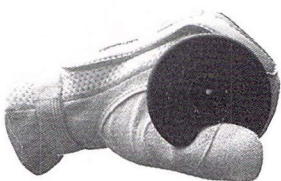
Delaware Enduro Rider Steve Aretz hops a log deep in the north Jersey woods. Aretz finished second in the 125 A class.

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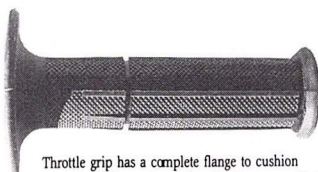


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# RUN

at the Smith Family enduro



Kenny Lee Taylor has been riding great this season, with a pair of High Point A's at the first two runs, but the Ridge rocks dropped him back in the pack.



Jack Lafferty Jr. battled it out with Ken Yankowski for the overall all day, and in the end Danny Nenstiel beat them both by three points.

## ALMOST A NICE DAY

It was looking like a great day well before the eight o'clock key time rolled around. The sun was shining, and it was looking like 70 degrees and no rain for a change. The sun struggled bravely for a couple of hours, but by 11:00 it was raining again.

This complicated things, slightly. The woods were already wet and very slick in

spots, and the rain just added to the grease. It turned out to be a great day for new tires and Rain-X.

It was also a good day for riders who were interested in taking a chance. All you had to do is ride faster than anybody else in the tight sections, and you had it made. Perennial ECEA favorite Jack Lafferty Jr. was being nervous or cautious, possibly both, and though he was going fast, there were a few other rider who were right on his neck. It couldn't help that brother Richard was hurt in a run a few weeks back, or that Jack's other brother Mike managed to break his leg late in the day at Ridge, but Jack only managed a second place in the AA class, tied with Ken Yankowski at 11 points each.

But Ken didn't win either. Ken was third AA, and taking the top spot with a blistering 8-point ride was Danny Nenstiel of the High Mountain Dirt Riders. Danny usually roosts in the Pennsylvania hare scrambles races, riding his CR250 Honda, but lately he's been taking more and more interest in the enduro series, which is sure to give the other riders fits.

Mike McHale, a KTM 350-riding Meteor M.C. member, scored High Point A for the day with 12 points lost. Mike won his class at Pine Hill, and has been near the top in the rest of them so far this season, and it looks like he's going to be a major factor this year. Mike did a neat ya-hoo for the *Trail Rider* photographer, and pitched his bike off a plank bridge right into a tree. We didn't get the shot, of course, so maybe he'll do it for us again!

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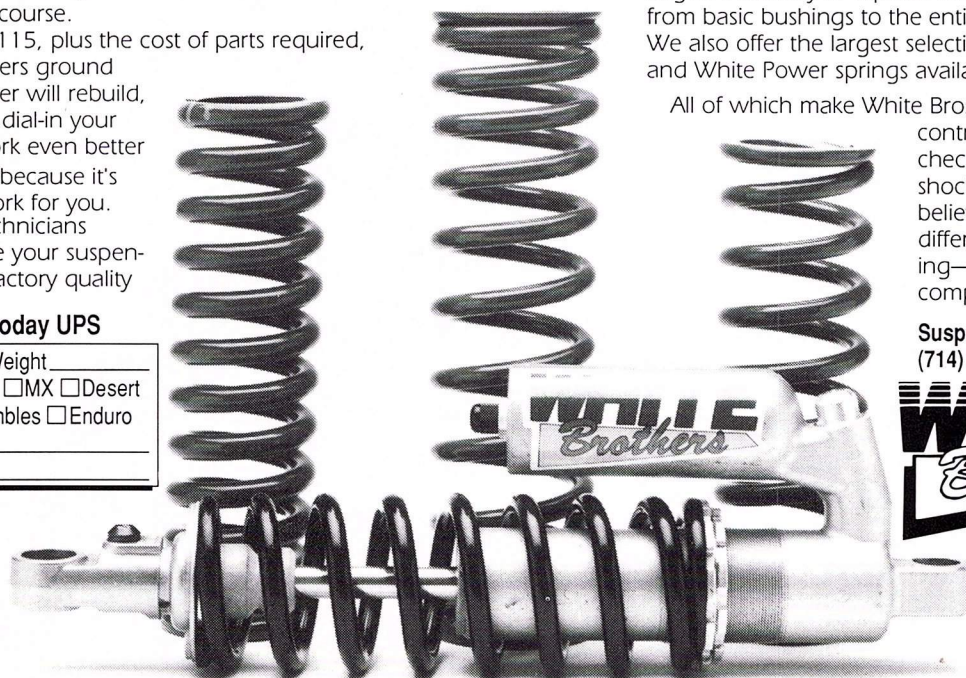
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Ken Long, riding a 125 Honda, blitzed into the High Point B spot, proving that you don't have to have open-bike power to win a muddy rock run. G. Shenigo—sorry, we don't have his first name—also had a good ride, dropping 38 points and winning the High Point C trophy.

#### TURN ON THE WATER

Before all the riders were finished, and well before the trophies were handed out, the rain started in earnest. All the serious bench racers crammed into the food tent to stay dry, and the overflow holed up in their vans. The popular consensus was that Ridge put on a good run—not really

too difficult, considering the terrain and weather. There were rocks, and roots, but every now and then there was a smooth dirt trail that made you glad you were an enduro rider, and that's what it's all about. Of course, everybody who was talking was glad to be inside and finished, out of that nasty rain....

And while all this was going on, Trail Boss Drew and Roy Cook were out gathering the stragglers, and they were unavailable for compliments, so we'll pass them out now: Drew, Roy, Jim, and all the rest of the Ridge Riders—good job! Ridge had the ECEA's #1 Enduro last year, and it looks like they could get it again, mud and all! □



Sinking knobs deep into the loam, Mike McHale torques his 350 KTM into the High Point A position.



Spectator Hill is one of the most popular spots at Ridge. It's an easy enough hill, but cover it with spectators and....

#### RIDGE RUN ENDURO CLASS RESULTS

Dan Nenstiel	8	Open B	
Grand Champion		1. J. Walazek	22
Mike McHale	12	2. J. Walters	27
High Point A		3. M. Felegie	29
Ken Long	16	200 C	
High Point B		1. A. Newhayer	42
G. Shenigo	38	2. S. Newmaster	47
High Point C		3. J. Cox	48
AA		250 C	
1. J. Lafferty Jr.	11	1. D. Riley	48
2. K. Yankowski	11	2. D. Shirk	48
3. T. Topham	14	3. D. Spencer	49
125 A		Open C	
1. D. Tucker	19	1. R. Shirk Jr.	43
2. S. Aretz	21	2. R. Bernet	55
3. D. Hiles Jr.	21	3. G. Daugherty	56
200 A		Four Stroke A	
1. B. Dana	17	1. B. Johnson	24
2. S. Wolfersberger	27	2. G. Noble	25
3. J. Lynn	32	3. R. Bennett	25
250 A		Four Stroke B	
1. J. Kessler	13	1. V. Wood	39
2. M. Marszalek	15	2. A. Wilson	45
3. M. Lambert	17	3. G. Gater	47
Open A		Four Stroke C	
1. A. Buchholz	15	1. D. Van Horn	45
2. R. Stearns	16	2. C. Insel	61
3. G. Tenney	17	3. B. Kristiansen	82
125 B		Senior A	
1. C. Stapleford	26	1. E. Toth	18
2. R. Sauer	31	2. W. Wickline	23
3. M. Collins Jr.	37	3. T. Ebersole	24
200 B		Senior B	
1. R. Ballberger	25	1. J. Swarz	48
2. A. Swartz	26	2. R. Schoonmaker	48
3. M. Miller	37	3. D. Varnes	50
250 B		Women	
1. C. O'Brien	19	1. N. Schlotterbeck	99
2. C. Nolan	30	2. D. Newman	199
3. M. Lagomarsino	31		

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# Mr. Smith'

Riding in Colorado is a rare  
riding with Malcolm Smith

by Dave Lundberg

**U**p on the pegs...weight the outside...sharp edge on that rock!...cut to the outside, quick!...full, steady throttle...let the bike float...God, don't look down...losing power, the altitude, shift down fast!...Ugh!...felt that rock up to my elbows...had to have punctured the tube...this speed is insane!"

Insane? Nah, just outrageously fun. We all ride faster than this for the hare scrambles and enduros back home in Minnesota. But it's the "make it or else" factor that makes this riding so fun.

The "or else" factor? We were riding with Malcolm Smith in the Rockies south of Aspen, Colorado, and it was his words. Malcolm didn't have to explain what he meant. We had just come across a ledge, the trail no wider than 6 inches in places...to the right, a near vertical wall rising to the peak; to the left, the same vertical wall falling away hundreds of feet below. Nothing to stop a fall. You ride the trail, "or else".

On the two days we rode together, Malcolm lead us through fantastic areas. On tough, gnarly, rock and root infested trails; across barren passes, through countless mountain streams and along those inspiring ledges, we explored the Gunnison Basin and San Isabel areas between Aspen, Buena Vista and Crested Butte.

Seven of us—Al Stevenson, Greg Williams, Mark Croswell, Steve Reschke, Jerry Bull, Mike Larson and myself—had set aside this week to ride in Colorado. There's about a six week time span to ride this area as the passes are snowed shut from sometime in September to July. Shortly before our departure we had received an invitation from Malcolm to join him for two days of riding. (I'm a sales rep for the company Malcolm started known as MS Racing. He's repeatedly won the Baja 1000, has several gold medals earned at the International Six Day Enduros and starred in the movie *On Any Sunday*). He and his family would be at their ranch the same time we'd be in the area, and since his home is about a four hour ride from Aspen we were invited to spend the night. Great!

Preparation for the trip wasn't difficult. We prepped our bikes as we would for an enduro, then added extra gas capacity. With the jetting leaned about 30% to allow for the altitude we had a range of over 80 miles. Our riding would range from an altitude of about 7000 feet to almost 13,000 feet. (Minnesota's altitude is about 800 feet...except at the bottom of our mud holes and swamps. There it's about 2 1/2 feet above sea level).

Our arrival at Aspen was memorable to say the least. The original intention was to drive as far as Leadville (about 60 miles west of Denver) on Saturday, get a hotel, and

spend Sunday morning riding in that area. Instead, after being turned away from eight motels with no vacancies, we drove across Independence Pass to Aspen in the dark...assuming our motel would have at least one room available for us a day early. Nope. Nothing. So, after begging some blankets from the motel clerk, part of us slept in the van and the others slept in a storage shed behind the motel...with a stray cat. Four hours later we began....

## DAY ONE

Tomorrow we'd rendezvous with Malcolm so today we wanted a good ride to get ourselves accustomed to the altitude and lack of oxygen. It's best to allow your body a little break-in time.

There's basically one way in and out of Aspen on dirt bikes. It's a valley to the south that connects to the Gunnison Basin area. Surrounding this valley is designated wilderness area where no motorized vehicles are allowed.

To cross into the Basin from this valley, either Taylor Pass or Pearl Pass must be used. We rode 4WD trails the 15 miles south to Taylor Pass then traveled west to Pearl Pass. Here we found snowfields still covering parts of the trail, which made the final approach to the pass difficult. By the tracks, we could tell we were the first to make the pass this year on bikes and certainly no 4WDs could make it. At 12,700 ft above sea level, pushing and pulling the bikes through the snow and up the final rise really tested our lungs. Our breathing would have been considered obscene by the phone company.

The climb up to Pearl Pass on day one, and using a little leg power to improve the trail. What a great way to get used to the thin air!



Malcolm tells fish stories to the crew, along the trail to Italian Mountain. The man is still a deceptively fast rider!

# s Trailride

eat to an easterner, but  
th makes it even better!

## DAY 2

At 10:00 AM we were back at Taylor Pass to meet Malcolm. He'd spent the night in the mountains at the cabin of his friend and fellow Colorado 500 rider Steve Widener. Not only did Steve come along for the ride, but he led us all to his cabin several hours later for a welcomed break. To supply his own needs, he hauls 55 gallon drums of gasoline up the mountain by 4WD. No manner of thanks ever says enough for guys like Steve.

Malcolm lead us on trails connecting Taylor Pass and the Italian Mountain area. These trails were the most technical and rugged we would cover. Watching Malcolm ride smoothly up trails that had the rest of us struggling at least once was inspiring. On the pegs, with rarely ever a dab of his foot, Malcolm is the definitive example of smooth. And at 47 years of age, his speed is deceiving...his riding is so steady that until you pace his speed on the trail do you realize how fast he still rides. You can't help but improve your skills when riding with the man.

Just below Spring Creek Reservoir we had our first of two mechanical casualties. We had dropped down onto Rocky Brook Trail (actually, this section of the trail was a gravel road) and were setting quite a pace through the sweeping switchbacks. The temptation to do a little flat tracking was too great and we gassed it hard to keep up



**Main Street in Saint Elmo. This was supposed to be the booming tourist town of the Rockies, but it is all but deserted.**

with Malcolm. It was Malcolm's bike, however, that came to a halt first—trying to stretch even more mileage from his bike, he'd been running a leaner mixture. It proved to be a little too lean, and left Malcolm to be towed out to a more traveled road.

After seeing Malcolm off, we pointed ourselves toward the Continental Divide at Tincup Pass. On the western slope of the pass

lies the town of Tincup. We stopped there for lunch before making the climb. Once a ghost town, Tincup has become repopulated to some extent. We found several homes, (some old and a few new ones) a small store, and best of all, Frenchy's Cafe. It's unbelievable what great scenery, altitude, and six hours of riding do to an appetite. That food tasted great!

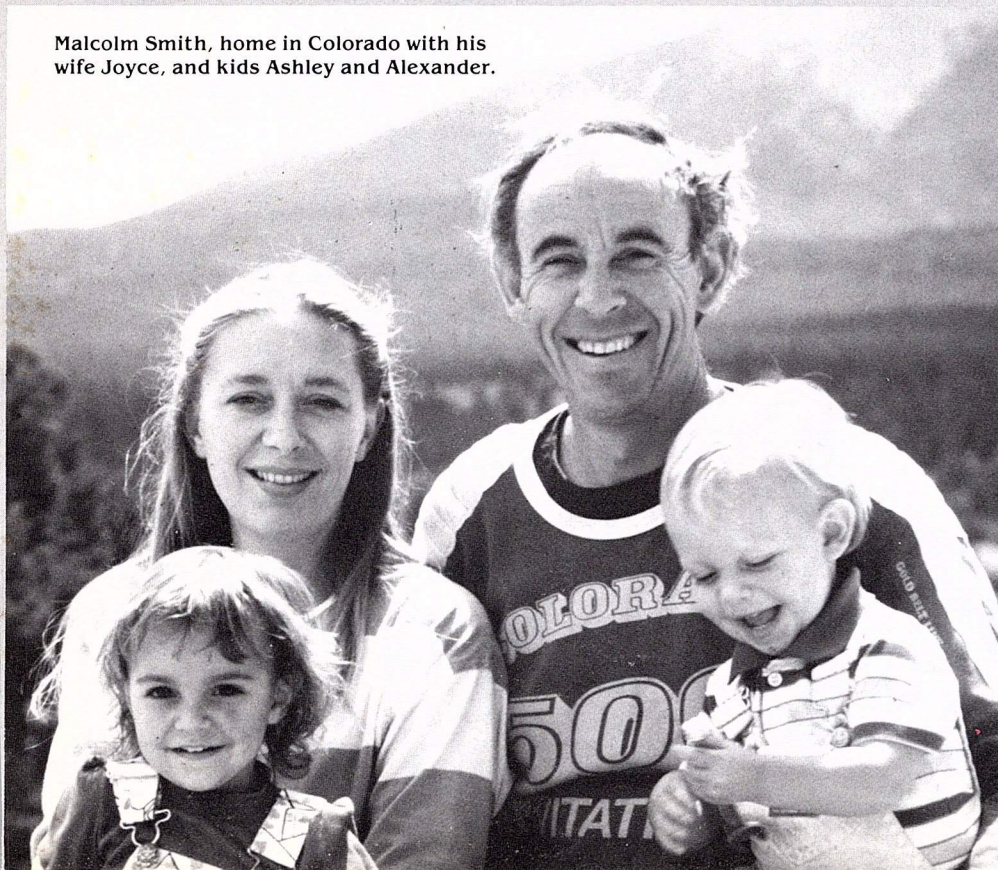
Up to the pass and down the eastern slope brought us to the ghost town of St. Elmo lying along both banks of Chalk Creek. In the 1880's, St. Elmo was predicted to become the largest tourist draw in the West because of its great scenery and fresh air. It was the last stop for the South Park Railroad before making the climb to the Divide and the Alpine Tunnel.

Well, a booming tourist town it ain't! But, standing on main street, looking to the west, it's as if the town never died. Although the people are gone, the store-front windows and the boardwalks are still in place. What an exercise for the imagination!

Malcolm had a crock of cold beer and pop waiting for us when we arrived at the ranch. Since 9:00 AM we'd covered about 110 miles. Yes, the beer tasted very good. His three year old son, Alexander, was the official greeter...what a smile he has! We also met Malcolm's wife, Joyce, and their daughter, Ashley.

Their hospitality was unbelievable and Joyce is a fantastic cook. Curried beef with artichokes for dinner, scrambled egg burritos with melon for breakfast and, would you believe, chocolate malts and cookies just before we left for the ride back to Aspen. Not bad for "roughing it" on dirt bikes! Plus, before we left, Malcolm had us hot tubbing at the natural hot springs nearby, and white

**Malcolm Smith, home in Colorado with his wife Joyce, and kids Ashley and Alexander.**



water rafting down the Arkansas River. Life is good!

#### DAY 3

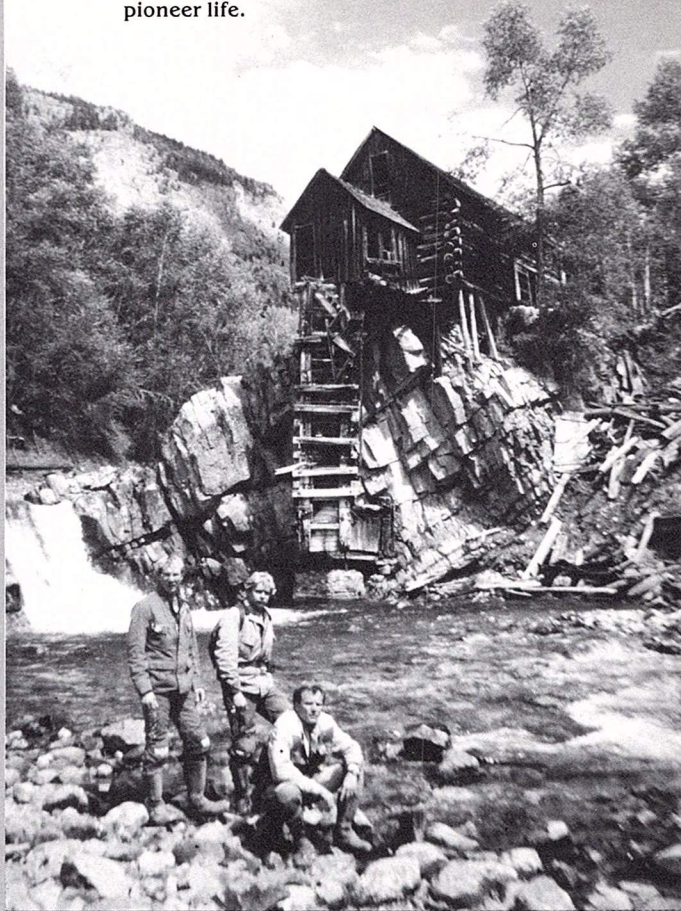
I think the best example of how much Malcolm loves to ride came as we were gassing up and preparing to leave. You know that look, that grin, you get when you're about to do something you know you'll like, but will pay for later? Like a little boy stealing a hot cookie off the pan fresh out of the oven. That was the grin Malcolm had when he told Joyce he thought he'd ride with us a while more that afternoon.

Yes, they were leaving for their home in California the next morning and they hadn't packed, and yes, he still had to pull the motor out of his broken bike and...well, with that, Malcolm wheeled a spare bike out of the basement, gassed it up and led us off to another afternoon of riding!

We found some switchback trails. Malcolm enjoyed this. "Technical" he called it. Now, usually a switchback means the trail reverses direction as it snakes down the side of a mountain. It means slowing down, turning a 180 degree corner and riding on down to the next switchback. Nope, not these. There was no room to turn. We had to ride to the turn, lay the bike over against the edge, drag the back end around, lift the bike back up, restart the bike and then ride on to the next one. Now that's technical!

It was on this section that we had the opportunity to entertain Malcolm. Having made better time on the switchbacks, Malcolm had stopped on the trail waiting for the group to catch up. Mark gassed it down the trail to about 30 feet from Malcolm, caught a rock with his front tire and catapulted

Dave Lundberg, Mike Larson and Steve Reschke loitering below Crystal Mill. The western landscape is studded with signs of pioneer life.



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through the air, over the edge and down into a tree with the airborne bike chasing him all the way. Malcolm said it was the best crash he'd seen in years. It was the least we could do.

Soon after, our second mechanical casualty occurred. The charging coil on one of the Can-Ams went out and left us a bike short. Fortunately, again, we were in an area where the bike could be towed, so we headed back to Malcolm's. Jerry borrowed a dual purpose bike and rode back to Aspen by pavement...75 miles away. After saying goodbye to Malcolm and traveling mostly by 4WD trails and some dirt roads, the rest of us arrived in Aspen that evening about 9:00. So far we'd put on almost 300 miles and still had two days of riding and exploring left!

#### DAY 4

Mike, Steve, and I set off on our own on Wednesday. Mike's a real source of knowledge on the history of the area so our intention was to navigate to some of the landmarks by way of hiking trails and 4WD roads. Shortly after 8:00 AM we pointed the bikes south to Pearl Pass and beyond to the town of Crested Butte which lies about 40 trail miles southwest of Aspen. From there we headed toward Marble.

The town's name originated, like so many other towns in Colorado, from what was mined in the area...in this case, beautiful, white, marble. In fact, the marble from their quarries was used to build the Tomb Of The Unknown Soldier. The quarry was unbelievable. They literally removed the heart of the mountain...leaving caverns the size of coliseums. The cut stones, each weighing tons, were cabled down to the town where they

were prepared for shipment by rail. The entire operation is silent now...the lifespan of the town, mine, and rail service no more than 30 years.

Today, Marble is populated by a few people running gift shops, stores, etc.. It is accessible by car a few months of the year from the northwest. It was our intention, though, to ride across Yule Pass, riding near Marble Peak and come into Marble directly from the south!

Picking a route and navigating by map and compass we began our climb to Yule Pass. The route looked promising at first. Although it was no more than a ledge cut into the mountain, it was wide enough for a jeep. As we neared timberline the trail became covered with loose, baseball-sized, sharp rocks. They sounded like broken glass as the wheels kicked them about. The most, shall we say, "inspiring" moments of our vacation lay just around the bend.

The rocky ledge began to narrow considerably and the rocks were replaced with loose shale. Mike was in the lead, I followed about 10 yards behind, and Steve brought up the rear. No problem with concentrating on the trail. Every muscle worked to keep the bike on the trail and every nerve worked to keep my eyes from looking over the edge into hundreds of feet of nothing. The trail narrowed even more. Our 'ledge' was now down to about six inches.

I watched Mike's rear tire carefully. As he crept along the tires spit small rocks off the trail and each started rock slides that took away more of our precious inches. Then it happened. I saw Mike drop suddenly, his front tire slipping down as the trail had final-

ly completely disappeared. He laid over against the mountain, jammed his handlebar into the loose gravel and froze. Steve and I quickly did the same. Even with the crest of Yule Pass in sight, we knew this route to Marble wouldn't be possible.

Three very tired bodies returned to Aspen that evening. One hundred and seventy miles covered since morning showed on the odometer. After a cold beer in the hot tub, sleep came very easily.

#### DAY 5

Our last day of riding. From the beginning of the trip there was a trail we wanted to ride. It looked just plain inviting on the map. Called the Timberline trail it runs parallel to the Continental Divide. Rarely above the tree line it is about 50 miles of single-track hiking trail. Our intention was to ride from north to south as far as time permitted then cut off to the west when we reached the Taylor Park store for gas.

Of the days we rode, this day had the most miserable riding conditions. Cool to cold, rain to icy sleet, it made the day a challenge. Riding through the trees watching lightning strikes across the valley was quite a sight. And, thanks to my great navigating, we also ended up about six miles into the designated wilderness area. A definite no-no.

Well, after gas and a 60 mile ride back to Aspen, our riding had come to an end. Nothing left but the 17 hour car ride home. All together we'd covered just under 600 miles in five days. No injuries, no one ran out of gas, everybody was completely exhausted, and we gained a lifetime of memories. Just what a vacation should be. But, there's so much to see yet. Next year we'll... □

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# Chestnut Mountain

by Tom C.A.T. Conaway

Franklin County, VA  
**D**ave Clark offered to drive to this one, and in as much as the Cat Box (read "van") was incapacitated, I was more than willing to go along for the ride. Now, Dave is a good guy, but punctuality is not his strong point. I had called him at 10:00 A.M. Saturday in hopes of getting an early start, and I didn't see him until 4:30 P.M. Late start? You bet! But what the hell, the race wouldn't start until ten o'clock Sunday, and it was only four hours away.

That is, unless you followed David "No Hiney" Newton's directions. He sent us all the way to Richmond and back down again. It only took six hours to get there.

That's not so bad. I've been more lost than that on a race course with arrows on every other tree. Besides, I'd been there three or four times before, and should have known how to get there.

No matter. We got to the race and still had a few hours to waste in setting up a pop-up camper that David had bought for almost nothing, and the think didn't even leak (yes, it rained just a little).

The Minis left the line at 10:00, and young Robbie Felts led the pack for the second time this year. Robbie rides for Scott USA, Maier Manufacturing, and Commonwealth Kawasaki. Polite boy, too; he



The AA class (obviously) saws through the first turn. The weather was perfect for the second VCHSS round. (Kevin Stanton photo)



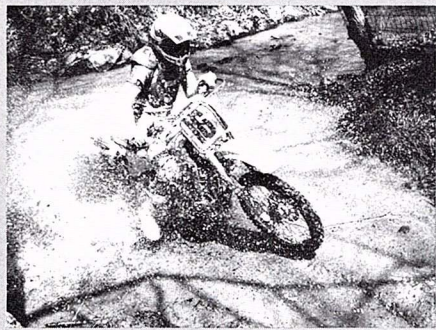
Robert Cox attacks a ditch at Chestnut Mountain. Riding this hard put him into second place in the Senior class.



"There! That oughta straighten that fender out!" Veteran rider Ben LaRue tests out the traction before the start of his race. (Kevin Stanton photo)



David White spins through a shallow creek heading for the overall win at Chestnut Mountain. (Kevin Stanton photo)



Third place AA rider Tommy Houston drops into a creek and punches it. (Kevin Stanton photo)

even calls me sir.

The overall win was had by David White, for the second time this season. Last year David didn't compete in VCHSS, but has returned with a vengeance, it seems. Mr. White is sponsored by Mouse's Cycle and Kinetic Art. David's top finish put Jeff Blankenship in first place in the AA class. Jeff forgot to fill out my sponsor recognition form, and if I were his sponsor I think I would ask him to do so next time.

The 125cc class was led by George Greer, sponsored by Casey Cycle City, Wilt Suspension, and a few others, not to mention his dad. Eddie Young took home the gold in the 250 class. Ed is riding with the help of (I hope I get this right) Jarman's Sportcycles. The 200cc class was aced by Chris Shortridge. Bare Brothers, Maxima, and Pro-Circuit saw to it that Chris got the support he needed.

When the Open class got done shredding the course to bits, Richard Faria was at the head of his class. Richard didn't fill out my little sponsor sheet. Listen gang, it's important that you sponsors get a little credit for the help they give us. Without them, most of you would be racing a bike in as bad shape as mine, and then where would we all be. Probably broken down on the trail somewhere. Hey—at least I'd have company!

Jim Thompson, the brains behind this event, won the Senior class due to the fact that he seemed to be in more of a hurry than the rest of the Senior riders. Sonny Wood was in quite a rush for the Super Senior finish as well. Sonny took first in his class, and I don't know if he has any sponsorship at all.

In the Four Stroke class, Mac Price thumped his way ahead of all the other barkers. Mac must support himself, because he didn't fill out the form, either (c'mon guys, even if you don't have a business behind you, thank your girlfriends for letting you drag her to another one of these long, dusty races).

The Trailrider class has seen the last of David Sproles. Dave took first, and subsequently will move up to the displacement class that suites him best. Good luck, David.

Strange things are going on this year. How in the world did Tommy Ashley's footpeg fall off his Honda? Things like that just don't happen to anyone but me. And not only that, but why would I get tangled up in a barb-wire fence, when all I wanted to do was stop and help a friend un-stick his stuck bike. He ended up helping me. Thanks. I really mean that.

It was a good course, if not just a little worn out. We had the full cooperation of

# "DIRT RIDER has zeroed in on the type of riding most of us really do."

—Mike Burlingham

**Name:** Mike Burlingham

**Occupation:** Manager of customer relations, S2 Yachts; president, Cycle Conservation Club of Michigan

**Club description:** "The Cycle Conservation Club is an off-road motorcycle club with 2000 members. Our main thrust is creating and maintaining trails and promoting the sport of noncompetitive trail riding. In 1968, Michigan closed several game areas to dirt-bike use, so some people banded together and formed the CCC to work with the state as a voice for off-road motorcycling. Since then we've continued to work with the Department of Natural Resources and the U.S. Forestry Service to build 1500 miles of trail, map it, and so on. For example, we just built a 48-foot bridge over a river in upper Michigan for the Department of Natural Resources. Three years ago we started the Six Days of Michigan so everybody can come and enjoy the perfect riding conditions here."

**Riding history:** "My family was into off-road motorcycling in the late '60s, and I started riding in 1970. My first bike was a Kawasaki 100 Trail Boss—you'd look at it now and laugh! I got involved in riding the trail system here in Michigan, and that has become my main recreational interest. I'm the 'I wanna go someplace on my motorcycle' type of guy. In the nonwinter months we get out at least every other weekend and put a couple hundred miles between us and the place we started. In fact, my week-long vacations on my bike, where I would go over a thousand miles without crossing



PHOTO: BARISH AGENCY

the same trail twice, led to the Six Days of Michigan."

**Views on motorcycling:** "I really enjoy it from the family activity aspect. With my wife riding, my little boy coming on board, and my little girl joining us shortly, we can ride as a family and enjoy camping, nature and all the things that go along with it. I describe myself as a conservationist who likes to ride dirt bikes. It gives me a vehicle for getting out and enjoying nature and showing my family the same joy."

**Bikes currently owned:** "I have a Honda XR350, and my wife rides an XR250. Our son is just starting to ride a Yamaha 50cc Y-Zinger. I also own a BMW R100RT and do a lot of commuting and touring on it."

**Magazine:** "To me, the other magazines are like alligators: all mouth and no ears. They run

strictly what they feel is important, how they perceive things from their little corner of the world, when that's not the way it really is. They're all flash and dash and monster, killer bikes. DIRT RIDER takes a more mature attitude and has more substance; it's based on fact rather than opinion. They've recognized there are only so many guys who go out and race on the national level and that non-competitive, recreational riders make up the vast majority of the riding public. DIRT RIDER has zeroed in on the type of riding most of us really do."

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Mother Nature, not too hot, not too cool. What little rain we did get in the morning was just enough to keep the dust under control, but not so much that the trail became slick. It was a good run, and I hope you all enjoyed it as much as I did.

See you in Wytheville. □

#### Chestnut Mountain Class Results

David White	Cag	Senior	
Overall Champion		1. Jim Thompson	KTM
AA		2. Robert Cox	KTM
1. Jeff Blankenship	Suz	3. Bill Porter	Hon
2. Roland King	Hon	4. James Houston	
3. Tommy Houston	Suz	5. David Olds	
4. David Ashley		Super Senior	
5. Danny Morrison	Kaw	1. Sonny Wood	
125		2. Dave Albert	
1. George Greer	Hon	3. Fred Hammond	
2. Tommy Handy		4. Stan Norris	
3. David Rose		5. Johnny Bare	
4. Chuck King	Kaw	Four Stroke	
5. Rob Toole		1. Mac Price	Hon
200		2. Tim Norris	Hon
1. Chris Shortridge	Kaw	3. Kevin Leigh	Hon
2. Montey Harley	Kaw	4. Albert Odenthal	Hon
3. Damien O'Neal		5. Barry Crane	
4. Cubby Bare	Kaw	Mini	
5. John Bishop		1. Robbie Felts	Kaw
250		2. Wesley Moran	Kaw
1. Eddie Young		3. Daniel Morrison	Kaw
2. Ricky Franklin	Hon	4. Tony Deal	
3. Karl Johnston	KTM	5. Willie Wick	
4. Rusty Wilson		Trail Rider	
5. John Hurley		1. David Sproles	Kaw
Open		2. Bobby Ferguson	
1. Richard Faria		3. Chuck Burton	
2. James Ley		4. Chris Altice	Kaw
3. Eddie Armentrout		5. Tim Lambui	
4. Marty Hensley	Hus		
5. Robert Gaylon	ATK		

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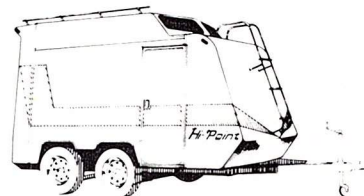
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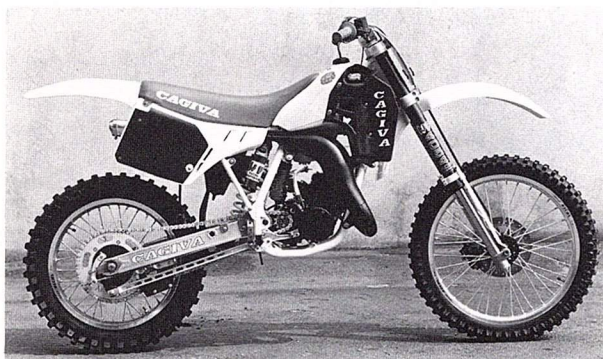
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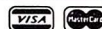
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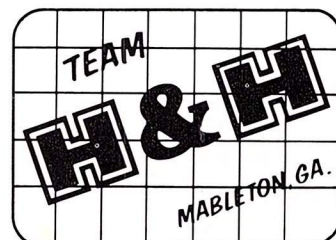
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Getting the most out of your engine takes more than just filling it with fuel and keeping the air filter clean. These things are important, naturally, but there's a lot of less glamorous items that play just as important roles. Exhaust pipes, or *expansion chambers*, as they are more properly called on two-stroke engines, are one of them. If you don't have a pipe that's in good shape and not leaking, you're just blowing horsepower into the wind.

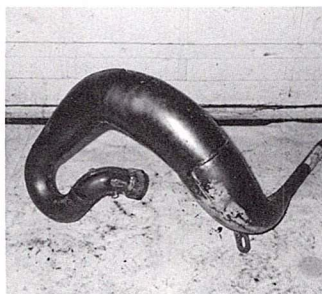
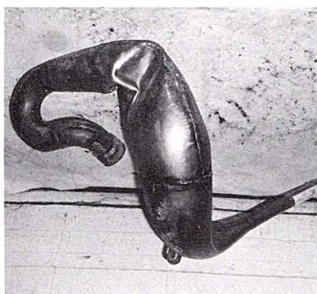
A leaky exhaust pipe is noisy, and an absolute power robber. Expansion chambers don't get their funny shape just because of the whims of the designer. All those tubes and cones serve a specific purpose: the front cone speeds up the charge to increase suction at the exhaust port, the rear-most cone sends a pulse back through the pipe to keep fresh fuel from escaping. The size of the stinger and the center section of the pipe are determined by the type of engine it'll be mated to.

How all these parts are put together largely determines what your bike's powerband is going to be like. There is no real trick to building an accessory pipe—practically anybody who's handy with sheet metal

Seal it In

## The Care and Feeding of EXHAUST PIPES

Your pipe will make better power  
if it's sealed tight and dent-free



This is obviously a before and after photo. If your pipe was this bad, you don't need anyone to tell you to get it fixed.

and a welder can create a modified two-stroke expansion chamber. The trick is to make it so it does the right things to the powerband.

The average exhaust pipe is a lot more sophisticated than that rusty, dented hunk of metal would have you believe. That is why a massive exhaust leak or a large dent in your pipe will actually reduce the power output of your engine to a point where you can easily feel it. If you want the best performance from your machine, pay some attention to your pipe the next time you pull routine maintenance.

### PULLING DENTS

Riding around with dents in your pipe is a no-no. You have probably heard people say that it screws up your power, but you also probably didn't believe them. The worst place to have a dent is in the header pipe or one of the cones, and most dents are, coincidentally, in the header pipe. Dents here will affect low-end power, and can even make your plug turn black and make you think your jetting is off.

If you fell down and dented your stinger, or outlet pipe, you'd not only be losing horsepower everywhere, you'd also be overheating your engine

## The King Philip TRAILRIDERS

Presents

The 1989



GRIP TWISTER

Turkey Run

August 27, 1989

Entry Fee \$15

Start: American Legion Hall, Rt 1A Wrentham MA.  
Arrowed from I495 and Rt 1A in Wrentham.  
No Camping. Food Available.

Time: 8 AM to 10 AM. No running engines before 8 AM.

Course: 40 - 50 Miles of King Philips finest trails. Gas on route.

Bikes: Must have an attached license plate and working muffler.

Info: Contact Dave Dube (401) 769-7642 or Jim Doustou (508) 384-2218.

somewhat. Basically, if you dent your pipe, don't expect to get peak performance until you get it fixed.

There are plenty of schemes for fixing pipes. You can cut it in two, pound the dents out, and then weld it back together—but why bother? There's a guy advertising here in *Trail Rider*, by name of Finish Line Racing, who can safely remove the worst dents from a pipe, and will do it for \$35. That's cheap. We've told him to charge more



Dan Sinkoff is the brawn behind Finish Line Products, and he has invented an easy, safe system for taking the dents out of pipes. He can repair the worst damage you can imagine.

(and buy a bigger ad), but he refuses. At that price, don't fool with your pipe, just send it off.

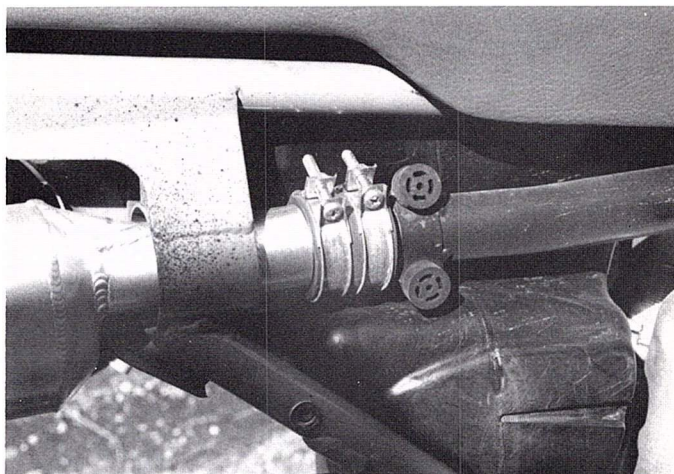
The other common type of pipe damage is a cracked pipe. The only thing you can do to cure it is weld the pipe back up. Finish Line will also fix cracks while they're working on your pipe, but if the pipe isn't dented any local welder can fix it.

#### SEALING LEAKS

Common leaks occur at the header pipe connection to the cylinder, the exhaust manifold gasket, silencer connections, and power valves. Power valve leaks should always be treated as serious, since the exhaust gas is very hot (around 1200 degrees) and it can fry bearings, o-rings, and seals in no time at all. Your only option here is to replace the factory parts that are bad and use the right kind of gasket cement (if it calls for it) to seal it.

Silencer connections that leak are more of a nuisance than a hindrance, as most experts will agree that by the time the charge gets past the rear cone of the chamber there's little that can happen to screw things up. Still, silencer leaks can cause noxious fluids to drip out of the pipe and make things look crummy. Seal the silencer where it slips onto the stinger

Sealing the silencer where it mates to the stinger pipe helps keep things clean and quiet. Use hose or silicone seal.

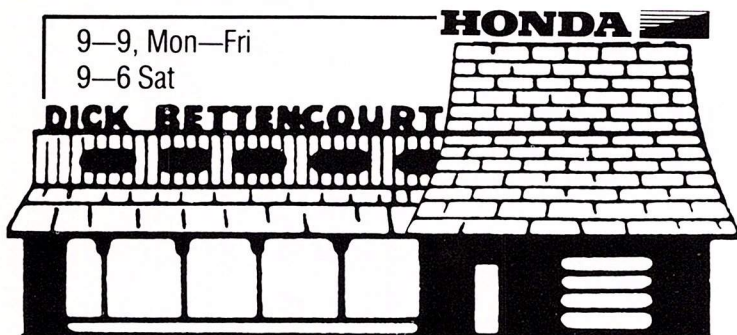


with high-temperature silicone seal, or use a length of automotive hose and a couple of hose clamps.

Any leaks around the head pipe—where it mates with the cylinder—can slow you right down. Many bikes use a rubber o-ring to seal the pipe here, and breaking that o-ring can cost you up to 20 percent or more of your horsepower. Sometimes denting the pipe can pull it away from its seat in the cylinder

flange, and that can produce a leak as well. You can tell a leak right away—it produces a gasping noise from the header area, and usually emits all sort of liquid residue.

For the sake of your ears and powerband, fix it right away. If it's an exhaust flange gasket, replace it. Ditto for a pipe o-ring or asbestos gasket. If you want to be totally sure, run a bead of high-temp silicone seal around the header pipe end and then



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9-6 Sat

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bolt everything back together. Don't fire the bike up until it cures—usually about a day—and when you do you will notice no more leak, no pipe rattle, and more power.

#### LITTLE TRICKS

To keep from cracking the pipe again, make sure all the mounting points are intact and sure. If your bike calls for those rubber "bumper" connectors, use them. Occasionally, you

have to improvise another mount to cure a habitually cracking pipe, and don't be afraid to do so if you feel the need. Especially large aftermarket mufflers sometimes put an ugly load on a pipe (hang a spark arrestor on it and it's worse), so plan accordingly.

Always repack your silencer if it starts getting loud. Repacking will cut the noise and save you horsepower. When all the

packing blows out, the perforated center core of the muffler is open to the inner body of the silencer. You need to have fiberglass wrapped around this core, plugging up the little holes, so the exhaust gas "sees" your silencer as an unbroken stinger pipe. If it doesn't, you lose horsepower as well as make noise. And noise we don't need. Pick up an Answer muffler repacking kit and

your engine will be overjoyed.

The moral of this story is this: you won't have the best power from your bike unless the pipe is sealed tight to the cylinder, and there are no leaks or dents between there and the clear blue sky out back. You also won't be able to jet your bike right, and it'll be noisy as well. So now you have your work cut out for you, right? □



Dents in the header pipe look innocent enough, but even the smallest can affect your power characteristics.



The best way to seal the exhaust flange is with one of the many hi-temperature silicone gasket compounds. Let it cure before you start the engine.

NORUMBEGA TRAIL RIDERS  
present the

## RED FOX "FUN-DURO"

A NETRA-SANCTIONED TURKEY RUN FOR FUN

**August 6, 1989**

**Start: 9—10AM**

**Approximately 90 miles of beautiful Vermont riding!**

**Primitive camping and swimming at start.**

**Entry Fee: \$15 NETRA members, \$18 non-members**

**Join NETRA and ride the day for free!**

**Registered bikes only; registration will be checked.**

**Start: Route 103 in Bartonville, Vermont. Arrowed from Route 103 and 91.**

**Gas and food available on the course.**

**For information, call (508)655-7915**



# COMPETITION DIRT RIDERS, INC. PRESENTS

THE ONLY SOUTH JERSEY RUN WITH NO SAND OR WHOOPEDOS

THE EIGHTEENTH ANNUAL

## BEEHIVE ENDURO

**SUNDAY, AUGUST 27, 1989**

**KEY TIME 8:00 AM**

**Approximately 90 miles of nice trails, no mud, no water**

Entry fee: \$20 pre-entry, \$25 post-entry (day of event).

Start: Mauricetown Fire Hall, Mauricetown, NJ. Follow arrows from State Road #47.

Machine requirements: All bikes must have a license plate and working muffler. Front number plates are required!

Rider requirements: Drivers license, ECEA card. If you don't have an ECEA card, one may be obtained at no cost by taking a test on Saturday, August 27th, 1:00PM to 6:00PM at the Fire Hall. No tests on Sunday.

Camping: Plenty of free camping available. Trash bags available at sign-up.

Food: Available at Fire Hall, including breakfast Sunday morning.

Starting position: Determined by drawing. Entries must be in our possession by August 17th to make the drawing. Only entries with money will hold your number, rider information will be sent by return mail.

Mail completed entries and checks to:

Competition Dirt Riders, Inc.

c/o Gene Jost

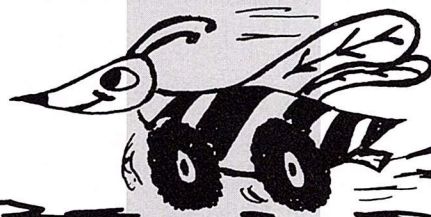
Box 549

Millville, NJ 08332

Information: (609)327-5015 Please limit calls.

**No motorcycles to be started after 8 PM Saturday or before 7 AM Sunday!**

**PIT RACERS WILL BE DISQUALIFIED!**



**THE  
BEE IS  
BACK!**

ARE YOU?

### Release and Waiver of Liability and Indemnity Agreement

Name \_\_\_\_\_ Age \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Zip \_\_\_\_\_

Phone (area code) \_\_\_\_\_

ECEA No. \_\_\_\_\_

AMA No. \_\_\_\_\_ Expires: \_\_\_\_\_

AMA Club Name: \_\_\_\_\_

Bike Make: \_\_\_\_\_ Displacement: \_\_\_\_\_

Rider's Class (check one)

\_\_\_\_ AA \_\_\_\_ A \_\_\_\_ B \_\_\_\_ C

\_\_\_\_ Senior A (40 +) \_\_\_\_ Senior B (40 +)

\_\_\_\_ Super Senior (50 +) \_\_\_\_ Women's Division

\_\_\_\_ 4-Stroke A \_\_\_\_ 4-Stroke B \_\_\_\_ 4-Stroke C

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the East Coast Enduro Association, the promoters, sponsors, and all other persons or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying upon my own judgement and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause or receive. I have read this release and agree to the terms therein.

Signature \_\_\_\_\_

Vehicle No. \_\_\_\_\_

Witness \_\_\_\_\_

Address \_\_\_\_\_

**Participant under 18 must have  
notarized parent/guardian signature!**

\_\_\_\_\_  
Parent/Guardian Signature (sign in ink)

Notary \_\_\_\_\_

Commission Expires \_\_\_\_\_

Where to Ride in Connecticut

# Thomaston Dam

Two-way traffic and reckless riders aside, this legal riding area in western Connecticut is just what we need

by Paul Clipper

Thomaston, CT  
As we stood by the shoulder of the cul-de-sac, Rich was trying to fill me in on the details of the Thomaston Dam area, but I was having a hard time listening to him. All the while he was talking, a guy on a vintage TS250 Suzuki and a backwards-turned baseball cap was doing feet-down wheelies all the way around the asphalt circle; and it wasn't that I couldn't hear Rich over the relatively quiet bike, I was scared senseless that the geek was going to lose it and throw the bike into the side of my van.

Welcome to Thomaston Dam! It had been so long since I'd been to a place like this that I couldn't help but feel a thrill. It was a mixture of excitement and sheer terror, the kind of emotions that can only be raised by the threat of a head-on collision, and we had experienced about four near-misses in the past hour. It's easy to wonder why anybody with any sense would ride in a place like this, but if you think like that you've forgotten what the early days were like.

I don't know about you, but when I started riding we were all geeks. We did wear helmets, I remember that distinctly (since Jersey has a helmet law), but we rode with wild abandon and little regard for people

Occasionally, the flat part of Thomaston has water on it. The Pathfinders' hare scramble course is straight out in front, about eight feet down.



Since most of the riders stay on the flats or the old asphalt, you can get well back and reasonably secluded at Thomaston. Still, watch out for two-way traffic.

Coming through the gate at Thomaston. Look at that "No ATV" sign! Ain't life wonderful?

**Merrimack  
Valley  
Trail  
Riders**



Anderson Motorsports, Sugar Hill Speedway

PRESENTS



# ***The Silver Bullet***

## **ENDURO**

**and**

## **GRANITE STATE JUNIOR ENDURO**

August 20, Key Time 9:00 A.M.

August 19, Key Time 11:00 A.M.

### **A NETRA Championship Event**

Approximately 85 miles of challenging but rideable terrain for C rider, A and B riders will ride an additional 30 miles. Start: Sugar Hill Speedway, Weare, New Hampshire. Arrowed from the intersection of Rt. 114 and 13 North in Goffstown, NH; or Rt. 13 and 77 in Dunbarton.

Come early and spectate Saturday night sprint car racing, starts at 7 P.M.

Entry fee: \$20 pre-entry, \$25 post-entry. Juniors/Minis \$15 pre, \$20 post.

Teams sign up morning of event, 3 persons: 1 "A", 1 "B", 1 "C". No additional fee.

Awards to third place in team competition • Trophies to 5th in C classes.

Food available at start

Primitive camping at start \*

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Information: (603)529-1341

Make checks payable to: M.V.T.R.

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Len Hooper

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**Anderson  
Motorsports**



**Sugar Hill Speedway**

\* Absolutely no entry for camping after 11 P.M. Saturday night—gates close at 11 P.M.

### **Release and Waiver of Liability**

NAME \_\_\_\_\_ AGE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_

ABILITY CLASS (CIRCLE ONE):      A    B    C

☐ MINI - A   ☐ MINI - B   ☐ JR. - A   ☐ JR. - B

DISPLACEMENT OR      4-S   W   S   SS   GS  
OTHER CLASS YOU  
ARE ENTERING: \_\_\_\_\_

MAKE OF BIKE: \_\_\_\_\_

EVENT: \_\_\_\_\_ DATE: \_\_\_\_\_

ORGANIZER: \_\_\_\_\_

#### **LIABILITY WAIVER**

I, the undersigned, hereby agree, in entering this event, to forever release and discharge the organization promoting this event and its officers and members, the New England Trail Rider Association, Inc., and its officers, trustees and members, all other participants in the event and all property owners over whose property the event may pass, from any and all loss, injury, expense, damage, cause of action, or any claim whatsoever which I may suffer or sustain, or which may arise out of or in connection with the event and my participation therein. I have read and understand this release.

SIGNATURE \_\_\_\_\_

If the member is a minor, I, the undersigned parent or legal guardian of such minor member execute and assent to the above release in behalf of said minor.

PARENT (OR GUARDIAN) \_\_\_\_\_

\_\_\_\_\_, SS \_\_\_\_\_, 198 \_\_\_\_\_

Signed and sworn to by the above parent (or guardian) before me.

NOTARY PUBLIC \_\_\_\_\_ FOR JUNIOR EVENTS

and property; and we'd share bikes. There is no frenzy more frantic than three guys all trading off laps on the same bike.

Well, we annoyed a fair number of people, and injured ourselves more than once, but when we discovered enduro riding and found the lure of the trails, all these things ceased. We may have still ridden like geeks, but at least no one could see us anymore.

I thought I had seen the end of public riding areas and lunatic riders, but then I moved to California and discovered Indian Dunes. Here was a place that people actually had to pay to enter, and after they had paid eight bucks to get in, it was very difficult to get them to believe that they had to follow some basic rules—like wear a helmet, don't stop in the middle of a motocross track to talk to your buddy, wear a



You would never think this was a parking area for trail riders, but as long as you behave and ride a two-wheeled machine everything's fine.

# ONE FOR ALL



PHOTO BY PAUL BUCKLEY/MOTO SPORTS



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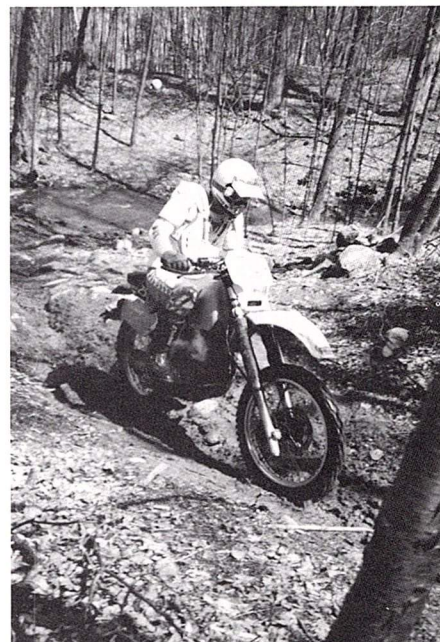


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shirt, don't ride backwards on a motocross track, wear pants. We did a lot of work there, when I was with *Dirt Bike*, and I hated the place.

And, I guess I could learn to hate Thomaston, too, if I lived closer; but I have different priorities now. When I go riding, I like to put on 80 to 100 miles—like 50 miles straight west, and then 50 miles back. I don't like going around in circles or retracing steps. Mileage, scenery, and new trail are all that matter.

But it's not that way for a large portion of the riding population, and that's why we came to see Thomaston. Here was a place where novice riders with unregistered bikes could go and learn, and then hone their skills over time. After all, aside from the flat area, the Army Corps of Engineers claims to have 58 miles of single-track ve-



Thomaston's well-used trails are very technical in spots, and a great place to test your rock suspension.

hicle trails on the premises (although maybe half that would be a more practical estimate).

#### THIS IS LEGAL?

To get to Thomaston Dam, you get off of Route 8 at exit 39, and pass back under the freeway into the town of Thomaston. At the first major intersection you turn north on Route 222 and follow the signs to Thomaston Dam. The last turn on the journey is onto the road that goes across the top of the dam itself, and if I wasn't following Rich Billingslea I would have sworn it was the wrong place. The road ends in a turnabout on the other side of the dam, and I certainly would have never parked there to ride. After all, in any other part of this world they'd slap you in irons and haul you off to prison for that!

But it's legal here, just as long as you have a two-wheeled bike (no ATVs or four-wheelers allowed). Actually, riding on the dam road or the turnabout is forbidden, but you couldn't tell it from the Saturday we were there. A large number of the riders there, as a matter of fact, never strayed any farther than the asphalt; either the dam road or the remains of old Route 8, which was covered by the dam and spends a good portion of its time under water. Of course, when you're new to the sport the stuff we usually ride looks impossible; all these folks will learn, eventually. At least I hope so!

The day we were there was actually a bad day to see the place. Because of all the rain, the flood control basin behind the dam was pretty much awash with rain water. Since the purpose of the place is flood control, the basin is normally dry, except for the river flowing through it. Not this day!

It's hard to describe how much water was there, without being able to stand on the dam and point: "Yeah, it was from *here* to *there*, and all those trees were underwater!" Actually, a number of the trees *were* underwater. I was riding with some members of the Pathfinders motorcycle club—Billingslea, Steve Firth, and Craig Baker—and they pointed out neat places to ride that just happened to be under about eight feet of water, for the moment.

The Pathfinders run a hare scramble at Thomaston, in August, so they're pretty familiar with the spot. The whole bottom of the basin, they say, is dirt and silt, very few rocks, and nice riding. They pointed this out from the edge of a tree-studded lake. The trails on the hillsides are varied, some nice and loamy and some rugged and boney. They're all part of the hare scramble course, so maybe this August event is a good way to learn what the area can offer you. It certainly would be a good idea to ride it in drier weather.

If you already are a seasoned enduro competitor who rides all the events, the Thomaston area may not have much to offer you. On the other hand, if you're just learning, or are looking for a legal place to teach someone how to ride, Thomaston is great. Either way, it's a very valuable riding resource for New England residents, and an excellent example of how well an actual, legal riding area can work. The Army Corps of Engineers are doing a great thing here, and they deserve our thanks and support. □

# TRELLEBORG

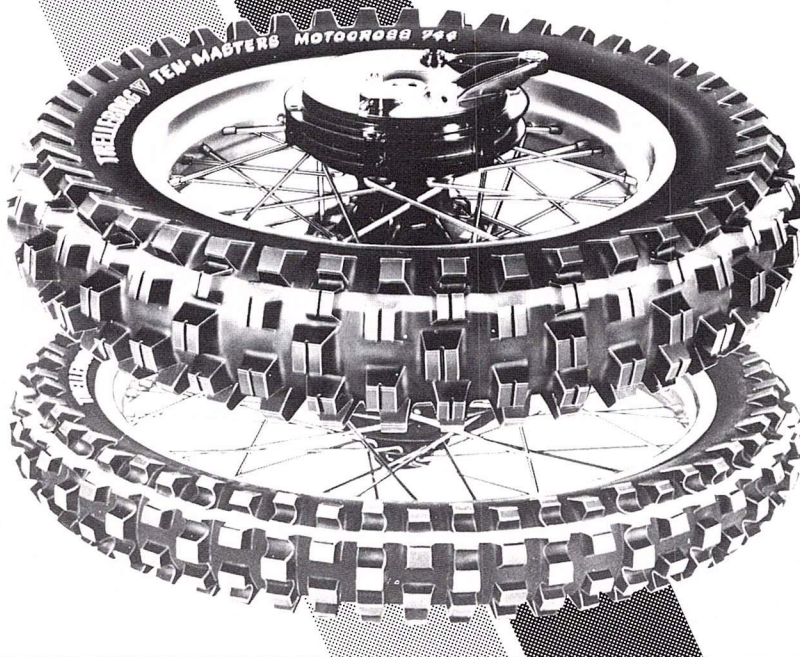
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Why pay up to \$200 for a new exhaust pipe, when we can fix your dented or mashed one for \$35? No matter how bad it is, we can fix it! **Accept no imitations! We are the original and best!**

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## YANKEE TRADER

For Sale: Factory built dual purpose motorcycle hauler/camper, with stove, refrigerator, heat, chemical toilet, 12 vdc/110 vac, propane, dual axles, electric brakes, 10 ft. "Carefree" awning, dual rear doors for easy loading. \$1400, call (203)621-2290 any time, leave message.

1986 Honda CR250 Very good condition, wide ratio tranny, Moose flywheel, large tank, ICO odometer, DeVol disc and chain guard, working lights, Sparky, zerk fittings, new tires, chain and sprockets; plus spare parts. Titled and reg. in RI. \$2000 1983 Yamaha Vision 550 with factory fairing kit. Black, very nice motorcycle, \$1200. Call Lloyd at work, 1-800-822-6016; home (203)376-4166. Poss. delivery to NJ area.

1987 RM250 New tires, Pro-Circuit pipe, Roost Boost, Boyesen, Twin Air, always maintained, \$1600. (401)728-0334 after five.

Free Price List for your bike. Contact Krause Racing for your free computer listing of all accessories available for your machine. Call (312)513-1000 for more details.

1989 ATK 604ES Electric start, Metzlers, skid plate, suspension mods by White Bros. Less than 6 hours on bike, trade for 1989 ATK 406 or 250 and \$3000 cash, or sell for \$6000 outright. (402)691-4299 days, (402)895-4204 evenings.

1985 Kawasaki KDX200 Bought new in '86, low hours, well maintained, VGC. \$725 obo, Chicago. (312)699-2895.

Wanted: Open-faced Six Days helmet, authentic only, preferably from 1970's. Private collector wants it for ISDE memorabilia collection. (603)889-2334, ask for Kevin.

1989 KTM 350E/XC Only 800 miles on bike. Answer muffler, dialed in, new tires, perfectly maintained. \$2800 (609)268-2218.

1989 KTM 250 D/XC Dunlop 990 tires, Answer Aluminite bars, DeVol parts, many extras, hardly ridden. Also, '89 ATK 406 and 250 at used-bike prices. Griffin Vehicle Service, (609)726-1717.

1984 Honda XL600R in mint condition. Used only two months in last four summers. Always garaged, never raced, never dumped. 1200 actual miles. New battery, Mass. title, original owner. Call Walter Bergman, (617)421-9700. \$1900 firm, can be seen at West Newton, MA, anytime.

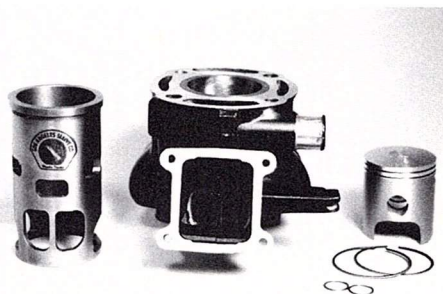
1989 ATK 406 Bought 10/88, less than 500 miles. Keihin carb, smooth power, lots of torque. Revalved forks and shock, very plush. ICO odometer, Answer S/A Pro, skidplate, lights, Handsavers, enduro ready. Asking \$3000. (215)494-0647, ask for Mike.

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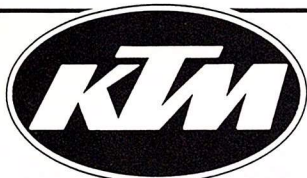
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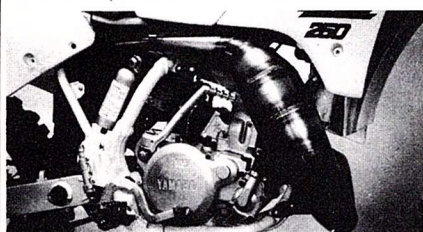
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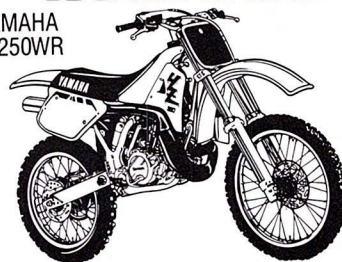
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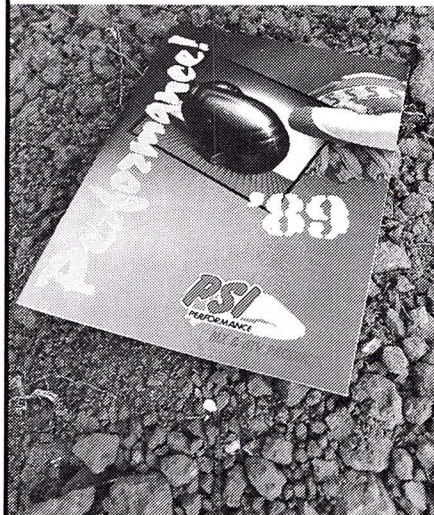
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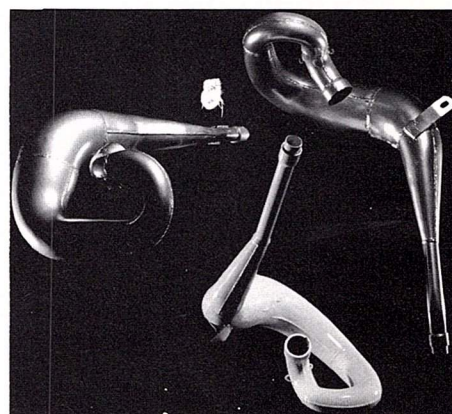
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